

Step up to  
precision  
power:

# Kawasaki

**250** **SAMURAI**

**350** **AVENGER**





- **42 hp [AVENGER]**
- **31 hp [SAMURAI]**
- **CDI\***
- **3-way rear shocks**

## 250 SAMURAI MODEL A1



## 250 SAMURAI MODEL A1 SS

### The mill: why it puts out more

SAMURAI A1 and AVENGER A7 are powered by the famous Kawasaki rotary-valve two-stroke twin. Two-stroke engines give twice the power impulses of fours. They're lighter, simpler and more efficient.

Other two strokes use piston travel to control the flow of fuel into the crankcase. The same piston movement controls exhaust. Great. But not good enough for racing machines. And not good enough for AVENGER or SAMURAI.

Kawasaki's rotary-valve works independently of the piston. Fuel is taken in as long as it adds to performance. It doesn't come in too late, or too little. There's no need to compromise intake timing to improve exhaust timing.

### Some Kawasaki bonus points

Precision attention to detail has always been a Kawasaki extra. And the A-series is no exception. Some examples? Exceptionally cool running aluminum cylinders with bonded iron liners. The 3-way suspension



### The performance-proven, action-packed A-series

AVENGER and SAMURAI are big where size counts most. Performance, not displacement. Designed by aircraft engineers to replace cubes with efficiency. 42 big horses for the 350 AVENGER, and 31 for the 250 SAMURAI. Power meant to be used. The AVENGER hits speeds in excess of 110 mph and tears through the SS quarter in 13.8. SAMURAI tops off above 100 mph, burns the quarter in 15.0.



### \*New CDI (Capacitor Discharge Ignition)

Why is this Kawasaki exclusive the engineering breakthrough of the decade in motorcycling?

- No breaker points to wear or adjust.
- Timing is factory set for the life of the machine.
- Spark is faster, hotter at any rpm for better combustion, greater fuel economy.
- Fires Kawasaki's exclusive anti-foul surface gap spark plugs (engineered by Champion for Kawasaki's electronic CDI system). The spark plugs have no gaps to set, no heat range to worry about, and a 5,000-mile expected life.

NOTE: CDI is standard equipment on A1SS and A7SS.

## 350 AVENGER MODEL A7



## 350 AVENGER MODEL A7SS

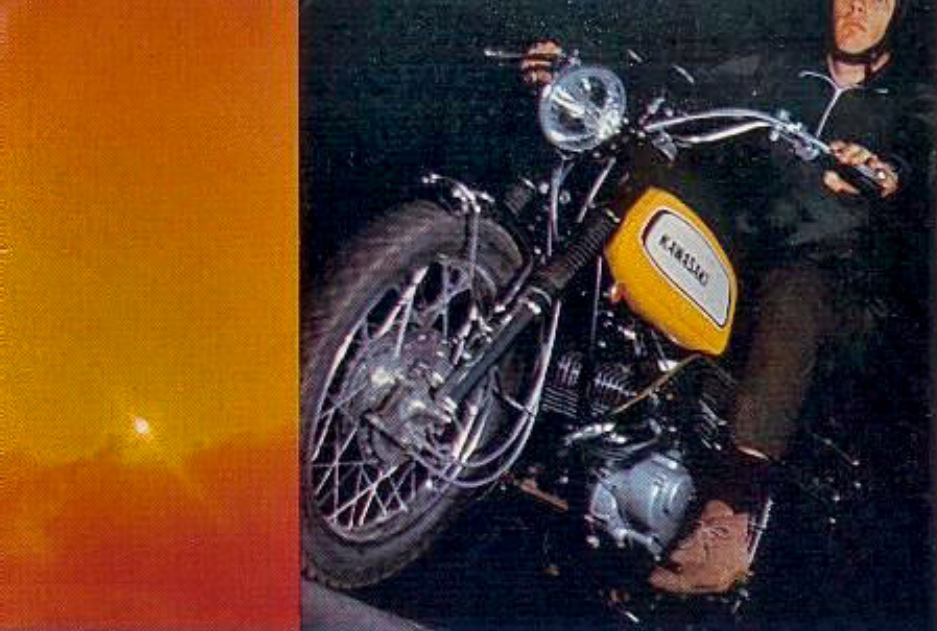
adjusts to rider weight and road conditions for better handling. Racer-type double leading shoe brakes ensure maximum stopping safety. Comfortable flip-up seat. Automatic oil injection. Strong double loop tube frame. Rugged 5-speed constant mesh gearbox. Carburetors are enclosed to prevent clogging. Individually mounted speedometer and tachometer. All a part of precision performance. And catch an eyeful of the new futuristic fuel tank. All new for '70.



### A-series scramblers

Take the AVENGER A7 or SAMURAI A1. Add cross-over upswept dual exhausts, racer-type dual seat with flexiback cradle, spark arrestors approved by the United States Forestry Service. Put on motocross braced handlebars, and special 39-tooth sprocket. And you've got the best street scrambler in its class. AVENGER A7SS or SAMURAI A1SS. Center of attention in town. And in the wilds—king.





## SPECIFICATIONS

	A1 & (*A1SS)	A7 & (*A7SS)
<b>PERFORMANCE</b>		
Maximum speed	105 mph (168 kph)	115 mph (184 kph)
Acceleration	SS 1/4-mile: 15.0 sec.	SS 1/4-mile: 13.8 sec.
Climbing ability	38 degrees	40 degrees
Fuel consumption	100 miles/gal @30 mph (42 km/liter @48 kph)	80 miles/gal @30 mph (34 km/liter @48 kph)
<b>ENGINE</b>		
Type	2-stroke, twin-cylinder, dual rotary disc valve, air cooled	2-stroke, twin-cylinder, dual rotary disc valve, air cooled
Displacement	15.07 cu. in. (247 cc)	20.63 cu. in. (338 cc)
Bore & stroke	2.09 x 2.21 in. (53 x 56 mm)	2.44 x 2.21 in. (62 x 56 mm)
Compression ratio	7.0 : 1	7.0 : 1
Maximum horsepower	31 hp/8,000 rpm.	42 hp/8,000 rpm
Maximum torque	21.1 ft-lb/7,500 rpm (2.92 kg-m/7,500 rpm)	28.9 ft-lb/7,000 rpm (4.0 kg-m/7,000 rpm)
Ignition system	Battery & coil *CDI (Capacitor Discharge Ignition)	Battery & coil *CDI (Capacitor Discharge Ignition)
Starting system	Kick	Kick
Lubrication	SUPERLUBE (automatic oil injection)	INJECTOLUBE (automatic pressurized injection)
<b>TRANSMISSION</b>		
Type	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift
Clutch	Wet multi-plate	Wet multi-plate
<b>DIMENSIONS</b>		
Length, overall	78.5 in. (1,995 mm)	78.9 in. (2,005 mm)
Width, overall	31.9 in. ( 810 mm)	31.9 in. ( 810 mm)
Height, overall	43.1 in. (1,095 mm)	43.5 in. (1,105 mm)
Wheelbase	51.0 in. (1,295 mm)	51.0 in. (1,295 mm)
Ground clearance	6.3 in. ( 160 mm) *(6.7 in)	6.7 in. ( 170 mm)
Dry weight	319 lbs (145 kg)	329 lbs (149 kg)
Tire size, front	3.00 - 18 4PR	3.25 - 18 4PR
rear	3.25 - 18 4PR *(3.50-18 4PR)	3.50 - 18 4PR
Fuel tank capacity	3.5 U.S. gal (13.5 liters)	3.5 U.S. gal (13.5 liters)
Oil tank capacity	2.4 U.S. qt ( 2.2 liters)	2.4 U.S. qt ( 2.2 liters)
<b>FRAME</b>		
Type	Tubular, double cradle	Tubular, double cradle
Suspension, front	Oil dampened telescopic fork	Oil dampened telescopic fork
rear	Oil dampened swing arm	Oil dampened swing arm

Specifications subject to change without notice

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