

PERFORMANCE Maximum speed Acceleration Climbing ability

Displacement

38 degrees Fuel consumption 100 miles/gal @30 mph (42 km/liter (co48 kph) ENGINE Type

Bore & stroke Compression ratio 7.0:1 Max, horsepower Maximum torque

Ignition system Starting system Lubrication

2-stroke, twin-cylinder, dual rotary disc valve, air cooled 15.07 cu. in. (247 cc) 2.09 × 2.21 in. (53 × 56 mm)

105 mph (168 kph) SS 1/4-mile: 15.0 sec

31 hp/8,000 rpm 21.1 ft-lb/7.500 rpm (2.92 kg-m/7.500 rpm) Battery & coil Kick

SUPERLUBE

(automatic oil injection) rear

TRANSMISSION

Clutch DIMENSIONS

Type

Length, overall Width, overall Height, overall Wheelbase Ground clearance

Dry weight Tyre size, front rear Fuel tank capacity 3.5 U.S. gal (13.5 liters) Oil tank capacity 2.4 U.S. qt (2.2 liters)

FRAME Type Suspension, front 5 speed, constant mesh, return shift : Wet multi-plate

78.5 in. (1,995 mm) 31.9 in. (810 mm) 43.1 in. (1.095 mm) 51.0 in. (1,295 mm) 6.3 in (160 mm) 319 lbs (145 kg) 3.00-18 4PR 3.25-18 4PR

Oil dampened swing arm

Tubular, double cradle Oil dampened telescopic fork

PERFORMANCE

ENGINE

Maximum speed Acceleration Climbing ability Fuel consumption

2-stroke, twin-cylinder, dual Type Displacement Bore & stroke Compression ratio Max horsepower Maximum torque

Ignition system Starting system Lubrication

115 mph (184 kph) SS 1/4-mile: 13.8 sec. 40 degrees 80 miles/gal @30 mph

/34 km/liter @48 kph

rotary disc valve, air cooled 20.63 cu in. (338 cc) 2.44×2.21 in. (62×56 mm) 7.0:1 42 hp/8,000 rpm 28.9 ft-lb/7,000 rpm

(4.0 kg·m/7,000 rpm) Battery & coil Kick INJECTOLUBE

automatic pressurized injection

TRANSMISSION Type

Clutch DIMENSIONS

Length, overall Width, overall Height, overall Wheelbase

Ground clearance Dry weight Tyre size, front rear Fuel tank capacity 3.5 U.S. gal (13.5 liters)

Oil tank capacity FRAME

Type Suspension, front rear

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

78.9 in: (2,005 mm) 31.9 in 810 mm) 43.5 in. (1,105 mm) 51.0 in. (1,295 mm) 6.7 in. 170 mm) 329 lbs (149 kg) 3.25 - 18 4PR 3.50 - 18 4PR

Tubular, double cradle Oil dampened telescopic fork Oil dampened swing arm

2.4 U.S. qt (2.2 liters)

Specifications subject to change without notice

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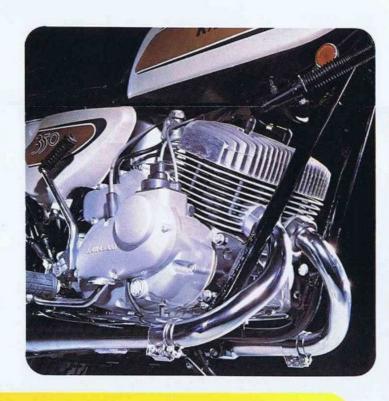
LA-101 Printed in Japan



"Run with the heart of a Samurai, travel with the Avenger" Swift,

Safe, Steady

- Over 100mph top speed
- Tremendous power
 - weight ratio
- Road-racer handling







Powered by a rotary-valve racing twin

The most advanced twins built. Most major motorcycle makers use the rotary-valve design on their Grand Prix racers, but only Kawasaki brings you production 250cc and 350cc twins with this advanced, more expensive-to-build design.

Sizzling performance

AVENGER and SAMURAI offer unmatched performance. 43 horsepower for the AVENGER, and 31 for the SAMURAI. Both machines will top a hundred with power to spare. Acceleration is outstanding, a thundering 13.8 second standing quarter for the AVENGER, and 15 seconds for the SAMURAI.

Balanced handling forks, race-inspired cradle frame

Racer-stiff suspension helps high-speed stability, and just the right amount of damping keeps bumps from marring your riding. All-tubular twin downtube cradle frame construction adds to handling. Combined with the low center of gravity of the rotary valve engine, the frame design promises the response you would expect from a trusty road racer.

As agile as racers

The power-to-weight ratios on the SAMURAI and the AVENGER show what kind of performance and roadability you can expect: 10.0 and 7.8 pounds (4.54 and 3.54 kg) per horsepower. Even Grand Prix road racing machines will find that hard to match.

Safety and reliability

AVENGER and SAMURAI feature powerful, twinleading shoe brake systems for fast, straight-line stops from any speed. Well-damped front suspension. And fully-approved high-visibility lighting. Carefree automatic lubrication keeps things running smooth, mile after mile, year after year.

