

two wheels

40c

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Allan Rae (Triumph) at NSW
Short Circuit Champs



WHEN BIKES BEAT THE CARS!

KAWASAKI'S SENSATIONAL 350

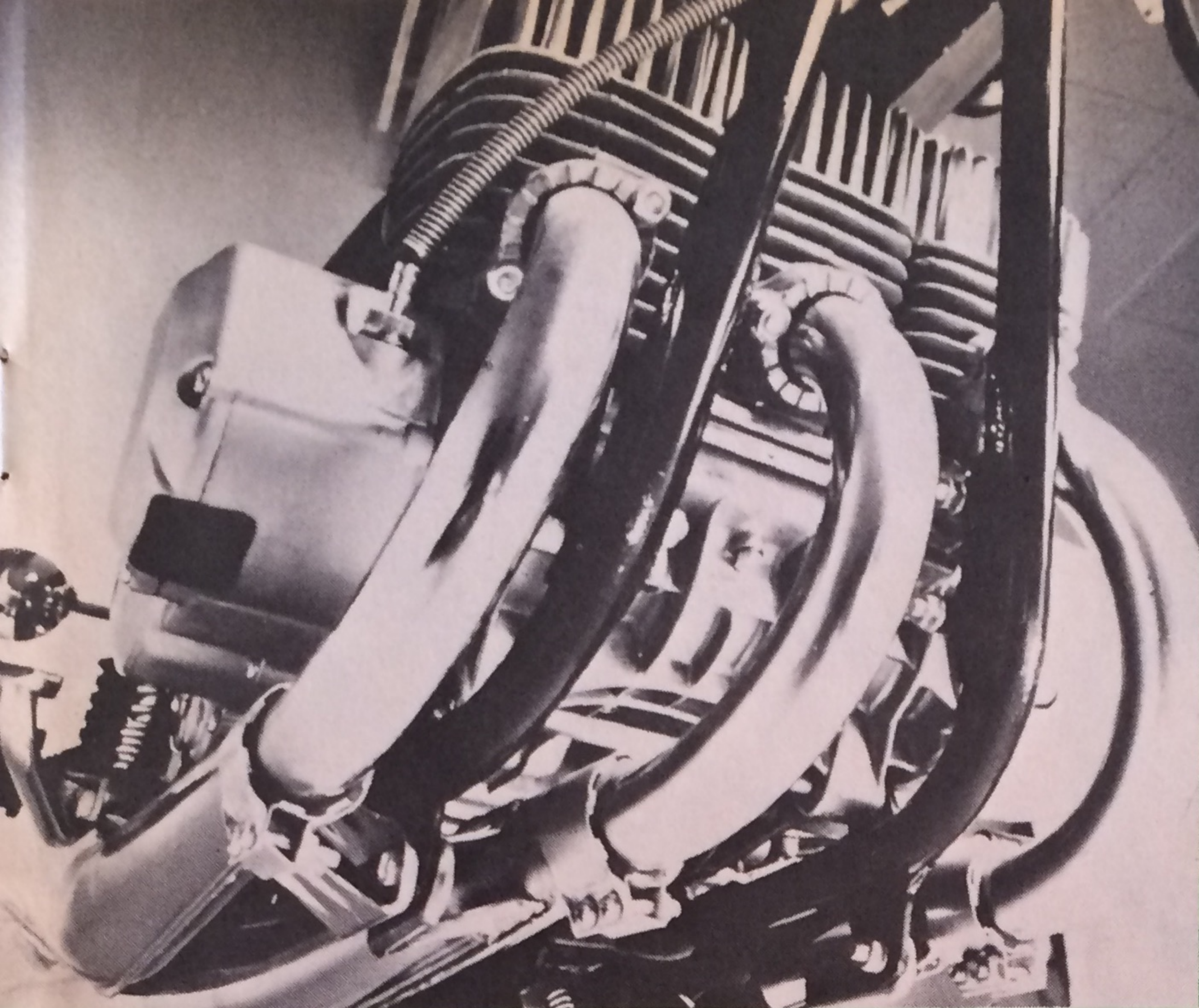
WHY POLICE CHOSE 750 HONDAS

TESTS: DECKSON MINI, SUZUKI TS250R

KAWASAKI'S SENSATIONAL 3 CYL 350 PUTS . . .

MID-RANGE BACK ON THE MAP!





Small bike man, big bike man — once it didn't matter, but somewhere in the '60s the mid-range machinery faded out and left two distinct groups. Now the 350s are back — a wild new breed, and the lead in engineering innovation is from the East.

The three cylinder twostroke motor produces 45 hp at 8000 rpm.

"SORRY to have kept you waiting — for 40 years," say the Kawasaki copywriters.

No need to apologise, fellas, we're rapt.

Especially when the wait has been for the Kawasaki S2.

This time the marque's Akashi complex has come up with a wild brother to the sensational Mach 111 — a three-cylinder breakthrough distinguished as the most powerful street 350 ever built.

It's a highly-styled package that will put mid-range fans back on the streets in dictatorial terms, mounted on 45 horses running flat at 112 mph and in 13 sec quarter-mile times.

Producing 30.74 ft/lb of torque, the S2 offers unparalleled performance for size (and even outside its class) at reasonable cost.

Last month Australia's Kawasaki distributors sent their first shipments to dealers, with a recommended cost of \$885.

Considering the current CDI-equipped 350 model retails at a recommended \$798 and the Mach 111 betters a grand, the bike is assured of an impressive demand.

The current Kawasaki 250 (CDI-equipped) retails at \$738, and that too, seems likely to lose ground to the new model.

KAWASAKI S2 SPECIFICATIONS

Performance

Maximum horsepower	45 hp/8000 rpm
Maximum torque	30.74 ft-lb/7000 rpm
Maximum speed	112 mph
Acceleration	SS¼ mile: 13.6 sec
Climbing ability	40 degrees
Minimum turning radius	82.5 in.
Fuel consumption	75 mpg @ 30 mph

Engine

Type	2-cycle, 3-cylinder, piston valve
Displacement	346.2 cc (21.19 cu in.)
Bore & stroke	53 x 52.3 mm (2.07 x 2.06 in.)
Compression ratio	7.3:1
Fuel	Gasoline
Ignition system	Battery and coil
Ignition timing	23 deg before TDC
Starting	Kick
Lubrication	Oil injection
Carburetors	Mikuni VM24SC

Transmission

Type:	5-speed, constant mesh, return shift
Clutch	Wet, multi-disc

Primary reduction ratio	2.22
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Gear ratios:

1st	2.86
2nd	1.79
3rd	1.35
4th	1.12
5th	0.96

Final reduction ratio	3.07
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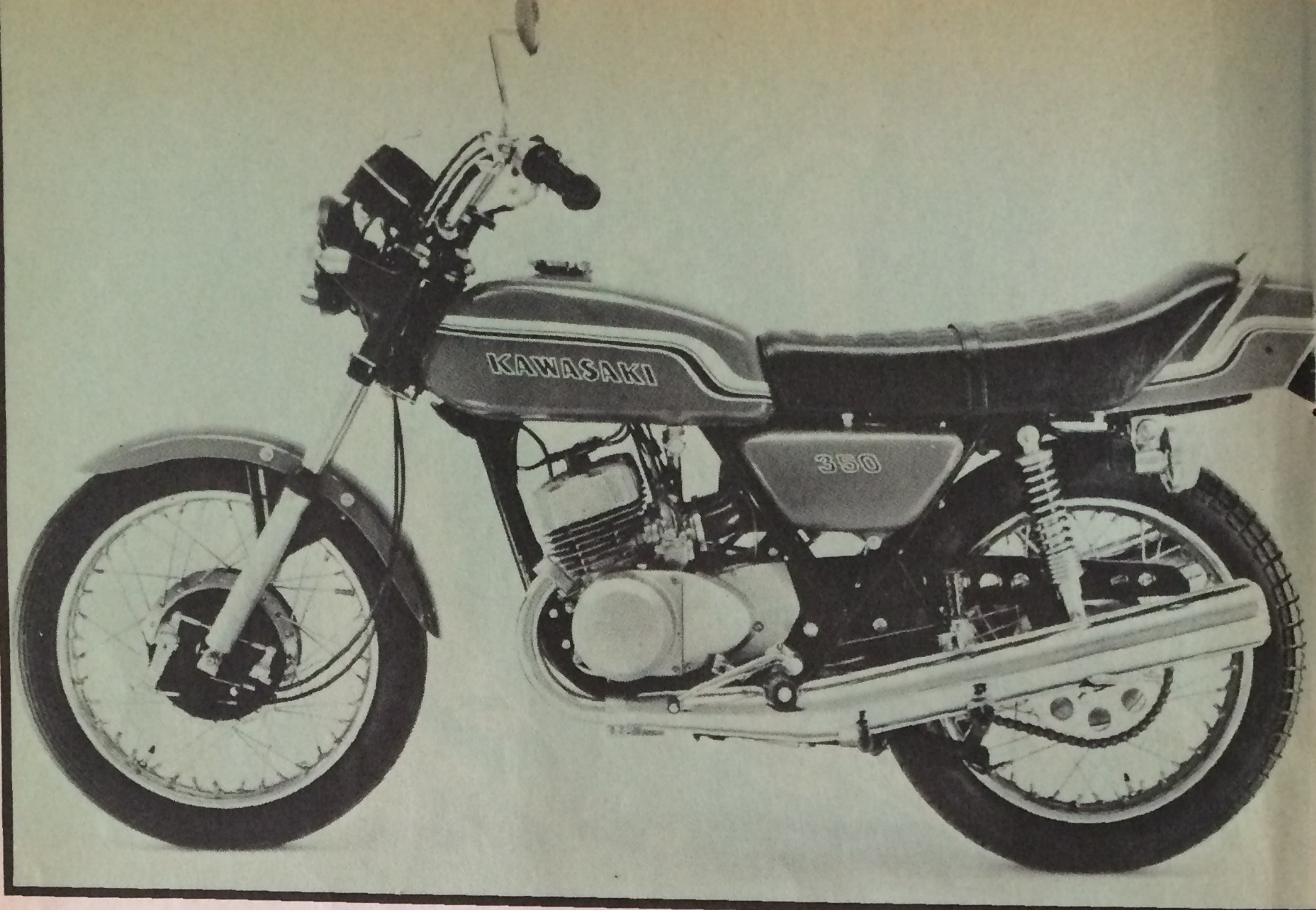
Overall drive ratio	6.56
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Frame

Type	Tubular, double cradle
Suspension, front	Telescopic fork
rear	Swing arm
Tyre size, front	3.00-18 4PR
rear	3.50-18 4PR
Castor	62 deg
Trail	110 mm (4.3 in.)

Dimensions

Length, overall	79.0 in.
Width, overall	31.5 in.
Height, overall	43.0 in.
Wheelbase	52.5 in.
Ground clearance	6.5 in.
Dry weight	329 lb



The extremely attractive price tag is made doubly effective by the close proximity of availability to the Japanese release date.

Tokyo commuters were able to get the machine over the shelf only late in April.

Aimed right at the youthful free-spenders of the two-wheeled fraternity the S2 has wildly accentuated lines of the "going fast standing still" breed.

The line of the hugging front guard, rakish, racing-stripped tank and upswept rear end are far ahead of anything so far out of Japan.

The rear section of the 'glass guard houses a tool kit as well as the huge tail light, and the three individual silencers are prominently upswept compared to styling of the 500 bike.

Kawasaki have obviously worked hard with the engine design to produce something compatible with all aspects of street adaptability.

The bike in total has a width of only 31.5 in. — narrow enough to accommodate the most drastic cornering.

Internal dimensions accommodate a bore and stroke of 53 x 52.3 mm for a total capacity 346.2 cc. The crankshaft is of 120 degree layout, and lubrication is with the pump synchronised to the throttle opening and feeding oil direct to the intake ports, big ends, and main bearings.

A notable departure from the Mach III's design is use of battery ignition.

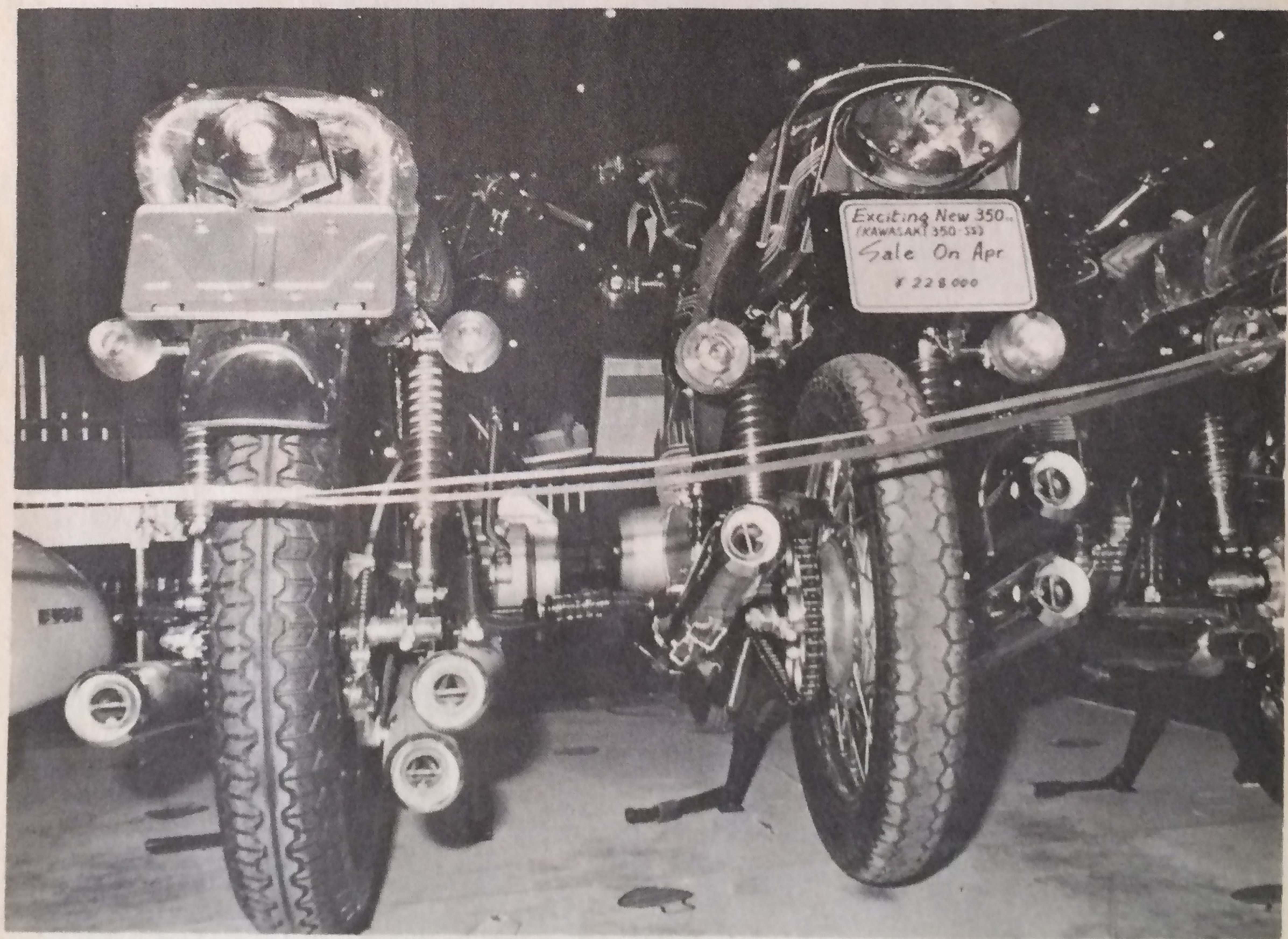
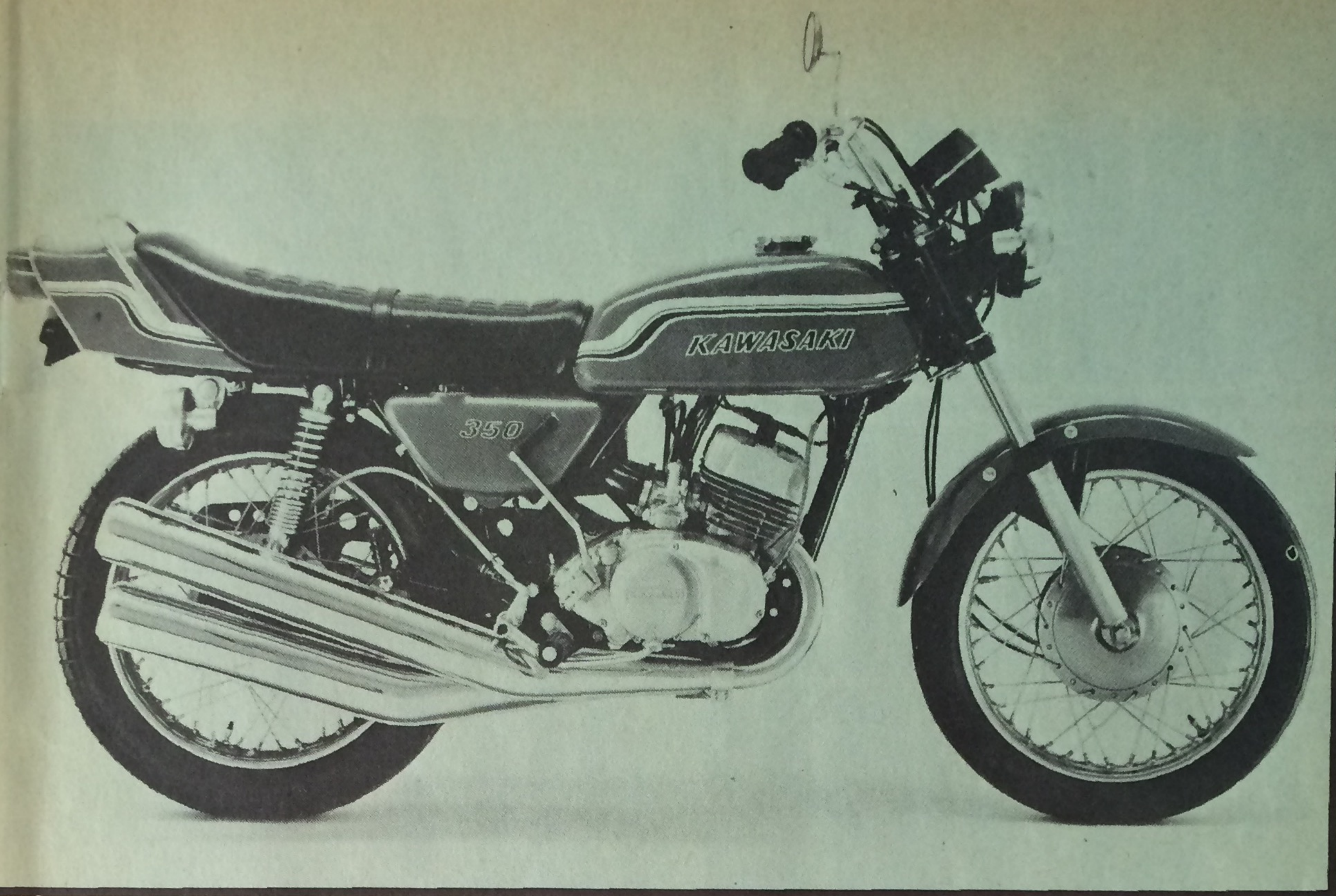
The engine inhales through three Mikuni VM24SC carbs and the motor runs on a compression of 7.3:1.

The gearbox has five ratios (see specifications) and primary and final reduction ratios are 2.22 and 3.07 respectively.

With a dry weight of 327 lb and shod with semi-racing rubber, the factory performance figures do little other than verify the obvious — the bike is a mover.

Still, it will be a change to have machinery that goes as fast in the west as it does in the east.

Beware, the era of the 350 is with us again. *



Seen here on display in Japan the S2 is distinctive in style from the Mach III (left). The rear tyre has seen its share of miles on this one.