

KAWASAKI 150 (75 TUNE)

BORE 71MM. STROKE 63MM. CRL 120MM CRANK CR 1.5

STANDARD DIMENSIONS.

EXHAUST OPENS (FROM TDC) 35MM
 TRANSFER OPENS (FROM TDC) 50MM
 INLET OPENS (FROM TDC) 27MM

° ATDC
 89.0
 122.0
 75.0

PORT WIDTHS

EXHAUST 4.3MM - RETAINED.
 TRANSFER 70MM - RETAINED.
 INLET 49MM - RETAINED.
 Ø EXHAUST 38MM.

PEAK AT 7500 REV/MIN.

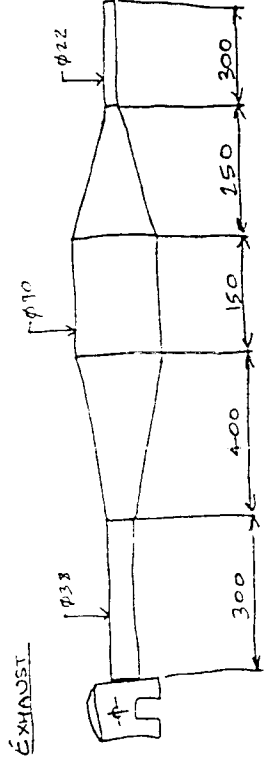
NEW PORT TIMINGS (OPENING)

EXHAUST. 83° ATDC POSITION h TDC 32.93MM
 k BDC 30.07MM
 TRANSFER. 114° ATDC POSITION h TDC 48.26MM
 k BDC 14.74MM
 INLET. 95° BTDC POSITION h TDC 32.93MM
 k BDC 30.07MM

CYLINDER HEAD

TRAPPED COMPRESSION RATIO 7.5
 CLEARANCE VOLUME 20.0/20.1 CM³

INLET 34MM CARBURETTORS.



G.P. BLAIR. Q.U.B. 14-JAN-75

KAWASAKI 750 (76 TUNE)

BORE 71MM. STROKE 63MM. CRL 120MM CRANK CR 1.5

1976 ENGINE TO PEAK AT 8000 REV/MIN.

PORT WIDTHS

EXHAUST. 43MM
 TRANSFER. 70MM } AS 1975 RETAINED.
 INLET. 49MM

NEW PORT TIMINGS (OPENING)

EXHAUST. 83° ATDC POSITION h TDC 31.80MM
 TRANSFER. 114° ATDC POSITION h TDC 47.81MM
 INLET. 95° BTDC POSITION h TDC 38.42MM

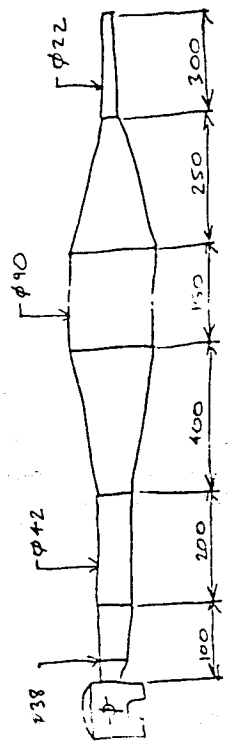
CYLINDER HEAD

TRAPPED COMPRESSION RATIO 7.5
 RETAINED FROM 1975.

BUT CLEARANCE VOLUME 19.4 CM³ REQUIRED.

INLET 34MM CARBURETTORS FOR 1ST TRIAL, BUT 36MM BETTER.

EXHAUST



VERY SIMILAR TO 1975, EXCEPT FOR FIRST 300MM AT BARREL

G.P. BLAIR. Q.U.B. 4-JAN-76