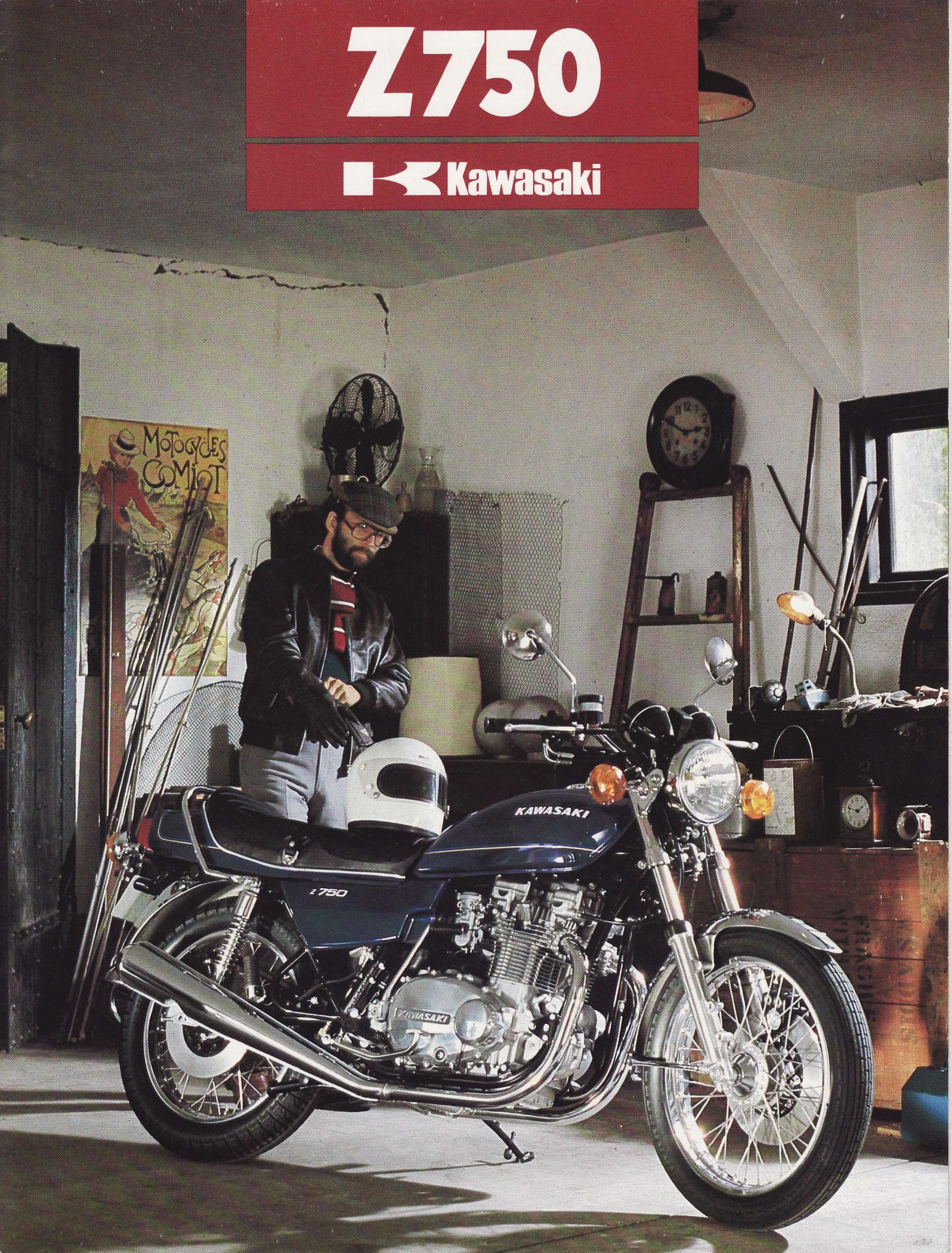


Z750

 **Kawasaki**



Kawasaki Z750: new life for a great tradition.

Big bore vertical twins were once as important in motorcycling as the big multis are now. They have their place in history—and the traditional twins still have a warm place in the hearts of motorcyclists today who long for the simplicity and character of the old bikes, but want one in a modern engineering package.

The Kawasaki Z750 has the basic engine format of yesteryear but the execution is as advanced as contemporary technology allows.

Big twins are dead? No. Kawasaki breathes new life into a great tradition.

Engine up-date. Smooth like a four.

There's nothing old-fashioned about the engine's workings: twin overhead camshafts, counter-rotating dynamic balancers, beefy torque all through the rev range, anti-pollution system, sintered alloy valve seats, constant velocity carbs. The old vertical twin has come a long way with Kawasaki!

The Z750 is the only vertical big twin with double cams. Twin cams allow better breathing. And this is one 750 in which the principle of

attaching swing weights to equal and oppose the forces which cause vibration, really works. This big twin is as smooth as a big four. The sting has gone. Good-bye bad vibes.

One of the good things is the power and how it's with you all the time. The engine is so flexible because there's bags of torque in the very wide power band. You don't have to keep shifting the 5-speed gearbox to keep up. Just power on and the Z750 will pull like a train, with surprising economy of fuel.

Clean power. The engine has a built-in PCV (Positive Crankcase Ventilation) system which recycles blow-by gasses through the twin carbs. It reduces hydrocarbon emissions. The specially hardened sintered alloy valve seats allow the use of no-lead gasoline without harm and that's good thing too.

New features. Old favourites.

A new feature this year is the simple starter lock-out system. An electric switch safeguards you from starting in gear by mistake. The clutch must be disengaged first. Nice thinking. Also new this year is the audible

turn signal. It reminds you to turn off the indicators when you've completed the maneuver.

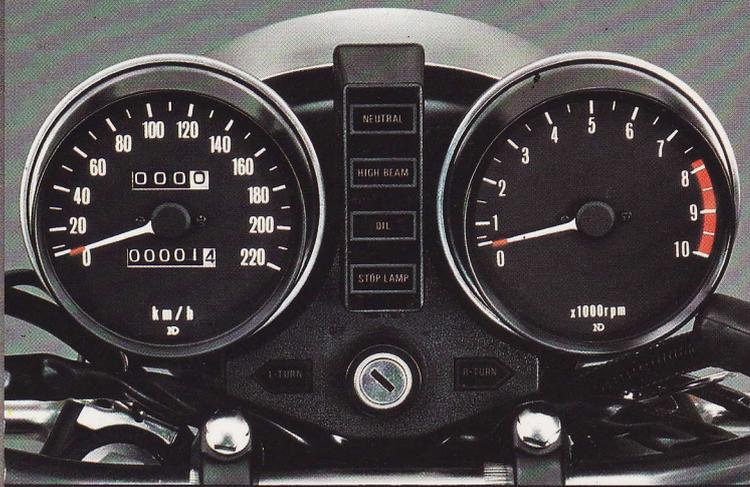
In nearly all other respects the Kawasaki Z750 this year is a duplicate of last year's successful model. It is Kawasaki's policy to continue to improve every year—for the sake of improvement and not merely for change. So the same strong frame, dependable suspension system, proven-performance front and rear disc brakes, and combination of all these things which result in predictable and safe handling, remains the same.

The convenient-to-use controls, switches, instruments and single-key system to operate all locks help keep things convenient. Like the electric starter and the 3-way fuse set-up.

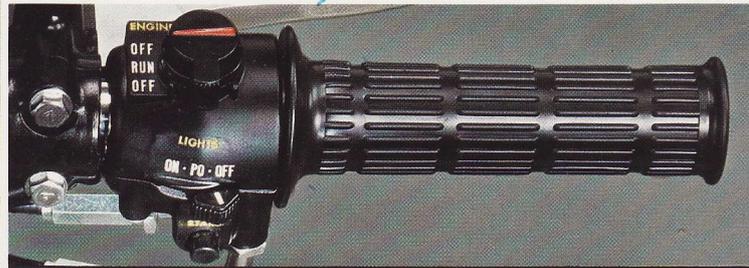
But most of all, the Z750 is economical and easy to live with for a long time because it has the simplicity of a twin and requires only minimal maintenance.

These are some of the Z750's most endearing and enduring qualities and reasons why there's a lot of life in the old big twin tradition. Think about it.....

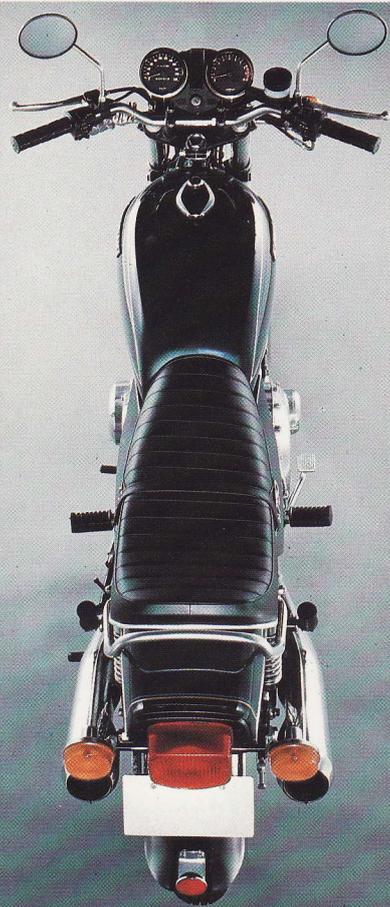




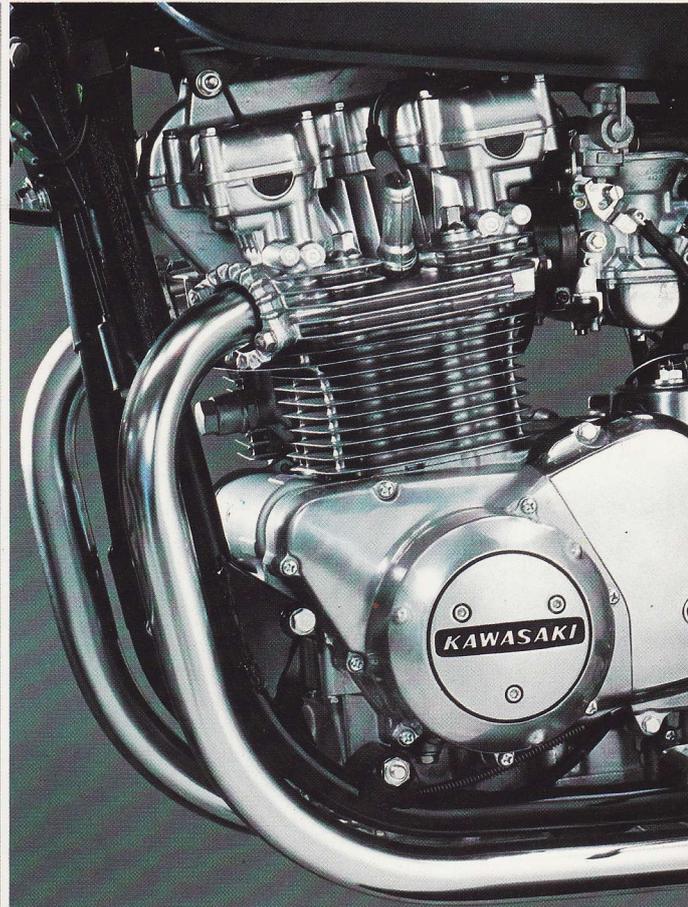
Everything you want to know at a glance.



Convenient controls. Foolproof operation.



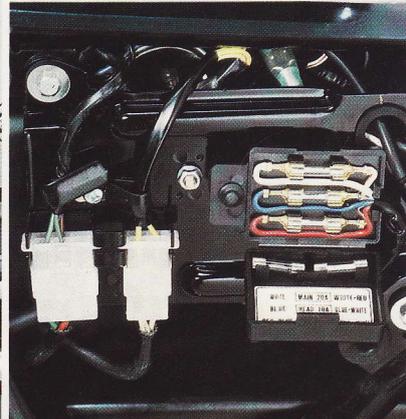
Slender and stylish.



A twin that's as smooth as a four.



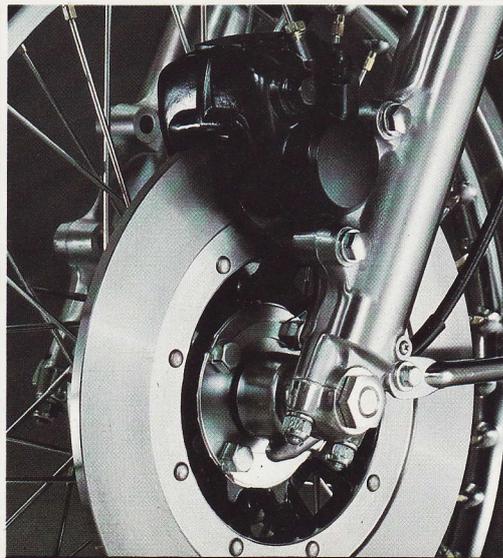
Useful, lockable glovebox.



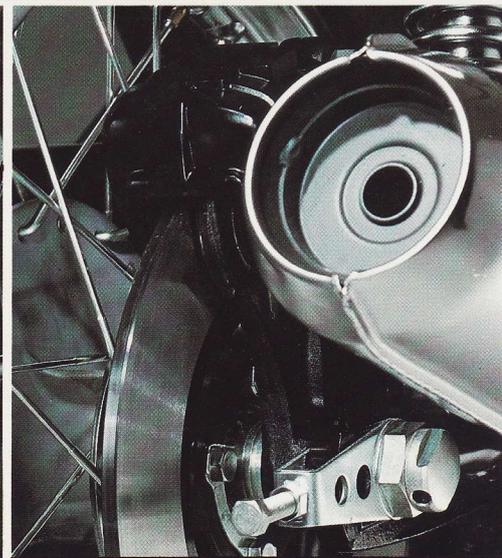
Simple 3-way fuses.



Efficient air cleaner saves engine wear.



Giant front disc brake.



Dependable rear disc brake.



745 cc, DOHC, 55HP, 2-cylinder



der 4-stroke, front disc brake.



Colours available: Diamond Navy Blue, Diamond Brown

Z750-B2 SPECIFICATIONS

PERFORMANCE

Maximum horsepower	55 hp/7,000 rpm
Maximum torque	6.0 kg-m/3,000 rpm (43.4 ft-lb/3,000 rpm)
Acceleration	SS 400 m (1/4 mile): 13.6 sec.
Climbing ability	26°
Minimum turning radius	2.5 m (98.4 in.)

ENGINE

Type	4-stroke, 2-cylinder, air-cooled, DOHC
Displacement	745 cc (45.45 cu. in.)
Bore and stroke	78 x 78 mm (3.07 x 3.07 in.)
Compression ratio	8.5 : 1
Ignition system	Battery and coil
Starting system	Electric starter and kick
Lubrication system	Forced lubrication (wet sump)

TRANSMISSION

Type	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5
Clutch	Wet, multi-disc

The specifications 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

FRAME

Type	Tubular, double cradle
Suspension: Front	Telescopic fork
Rear	Swing arm
Tyre size: Front	3.25H—19 4PR
Rear	4.00H—18 4PR

BRAKES

Front	Single disc brake, Effective disc dia. 245 mm (9.646 in.)
Rear	Disc brake, Effective disc dia. 230 mm (9.0 in.)
Braking distance	12 m @ 50 kph (39.4 ft @ 31 mph)

DIMENSIONS

Length, overall	2,180 mm (85.8 in.)
Width, overall	815 mm (32.1 in.)
Height, overall	1,150 mm (45.3 in.)
Wheelbase	1,450 mm (57.1 in.)
Ground clearance	155 mm (6.1 in.)
Dry weight	218 kg (481 lbs.)
Fuel tank capacity	14.5 litres (3.19 Imp. gal.)

not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice.



Use your head. Wear a helmet. Enjoy safe riding.

N. J. Strandberg & Sønner %
Peter Bangsvej 76
2000 Kbh. F. - Tlf. GO 2915

KAWASAKI
HEAVY INDUSTRIES, LTD.
ENGINE AND MOTORCYCLE GROUP

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