



**Kawasaki
Dual Purpose
Street Bikes**



KE175

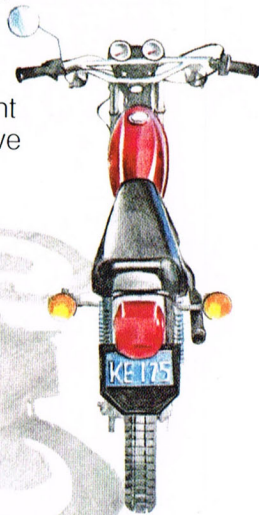
A Lasting Machine Is a Joy Forever

The all new KE175 is a true work of art. Designed and built from scratch to stand up to tough terrain and city streets alike. Even suited for serious enduro competition, this multi-talented machine is ready for any kind of good time you are.

Its slim and sultry 174cc rotary disc valve single puts out ponies galore. In a broad, usable band. Coupled to a constant-mesh five-speed transmission, wet multi-disc clutch and magneto CDI, it's a winning combination. And Super-lube oil injection means no more mixing to mess with, either.

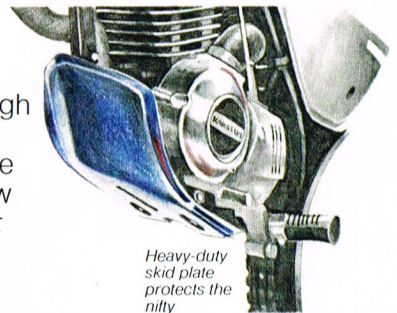
Five-way shocks and a 21-inch front wheel deliver the kind of responsive handling required for precision maneuvers, on and off the beaten track.

*Tough, trim and tractable,
from any angle*

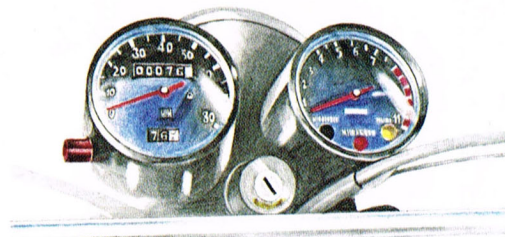


A skid plate, washable air cleaner element and no-bust fenders protect rider and machine through the roughest of stuff.

Made to endure, from the very start. The brand new KE175. It'll be around for quite awhile.



*Heavy-duty
skid plate
protects the
nifty
powerplant*



Complete instrumentation means complete control



KE 125

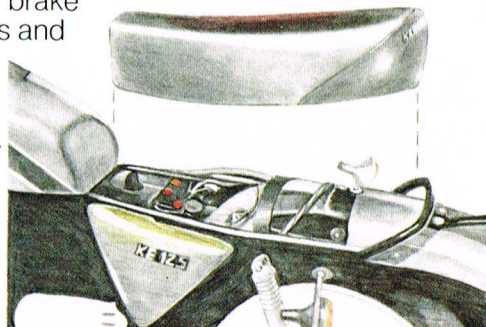
A Great One Gets Greater

In 1975, the Kawasaki entry in the 125 dual-purpose category was rated "an excellent choice" by "Cycle" magazine. Tough in the tules. Sweet on the streets. And for 1976, the new KE125 is ready to continue that tradition. Even take it a step further.

The narrow and nice 124cc rotary disc valve single is still bakin' the beans. And a silky six-speed gearbox gives you the kind of shifts that can make a difference. An improved air intake seal helps keep things cleaner. Plus, the rear suspension system has been revamped to yield the smoothest, most controlled ride yet.

The seat, footpegs and grips are new, too. And so's the gas tank design. Dry weight totals a feathery 216 lbs. And the new KE125 also sports a trip meter, map pocket, washable air cleaner element, approved spark arrestor, brake wear indicators and no-bust fenders.

Super-soft seat snaps off for easy access



It was pretty tough to improve on a bike as good as last year's 125, but we managed. Meet the greater one. The 1976 KE125.

Handy window gauge keeps an eye on oil level



Spark arrestor is approved by the U.S. Forest Service





KE 100

In the Beginning ...

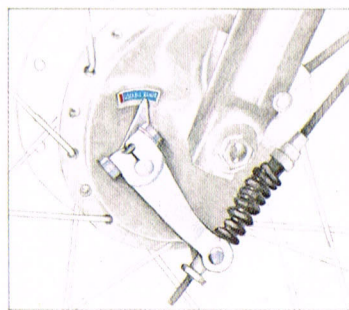
When Kawasaki created its 99cc dual-purpose machine, it was an instant hit with beginning riders. Easy to ride. Easy to own. But, experienced riders loved it, too. They appreciated its steady and responsive performance. And its unusual economy and all-around utility.

Today, the 1976 KE100 continues as a favorite choice among learners and teachers alike. The go still comes from the famous 99cc rotary disc valve engine, linked to a smooth five-speed, constant-mesh transmission. A sure-fire magneto ignition system provides the spark. And universal-type tires get it all to the ground with stability and sure-footedness.

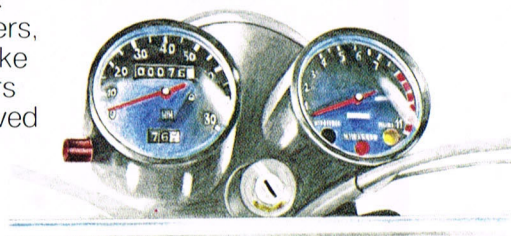
Brighter head and tail lamps, new grips, seat design and footpegs all make the '76 KE100 more comfortable and safer.

No-bust fenders, trip meter, brake wear indicators and an approved

spark arrester are just a few more of the standard features on this great little goer. So whether you're a first-time or long-time rider, on city streets or country roads, the 1976 KE100 is the place to start. It's the beginning of all kinds of good times.



Front brake wear indicator tells the story at a glance



Full instrumentation even includes a trip meter



Brighter taillight means extra safety



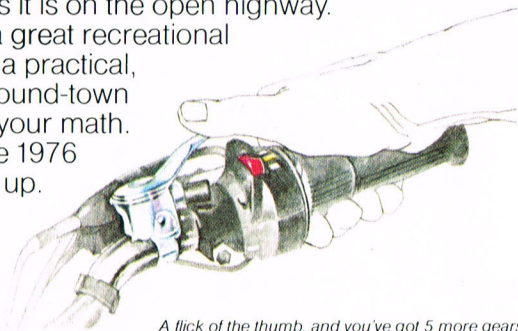
KV 100

Five Times Two Equals Ten

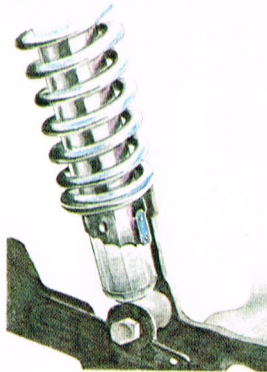
It's a number of things. But most of all, the new KV100 is versatile. Because its dual-range Hi-Lo, five-speed transmission gives you a total of ten (that's right, 5×2) different gearing ratios. So you're ready for any road. Or lack of one, too.

A strong-pulling 99cc rotary disc valve single, with an improved sure-fire magneto ignition, provides the power. And Superlube oil injection eliminates mixing mess-ups. So you're always set to go. Wherever and whenever you want. Universal-type tires, adjustable five-position shocks, and a new seat, footpegs and handgrips provide plenty of comfort. On-road, or off. U.S. Forest Service-approved spark arrestor, heavy duty chain guard and a healthy 8.9 inches of ground clearance make the KV100 equally at home in the woods as it is on the open highway.

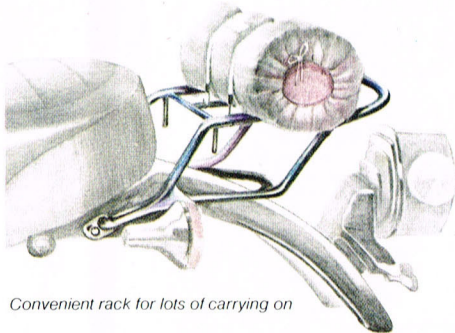
If you want a great recreational vehicle, and a practical, everyday, around-town bike, check your math. You'll find the 1976 KV100 adds up. Every time.



A flick of the thumb, and you've got 5 more gears



Adjustable 5-way shock absorbers give you more versatility



Convenient rack for lots of carrying on

Kawasaki Dual Purpose Street Bikes

Having a choice. That's what makes owning a Kawasaki Dual Purpose Street Motorcycle such a good time. Because with this kind of bike you can go just about anywhere you want. City or suburb. Town or country. Road or no road. It's up to you. These versatile machines have been engineered specifically to take you wherever the good times are.

Their unique design gives you a freedom and all-around practicality unrivaled by any other form of transportation. And our famous Kawasaki reliability keeps you going mile after mile with comfort and economy. If good times are your purpose, put some dual-purpose in your life, from Kawasaki. The choice is yours.

Specifications

Specifications	KV100	KE100	KE125	KE175
Engine Type	2-stroke, 1 cylinder, rotary disc valve	2-stroke, 1 cylinder, rotary disc valve	2-stroke, 1 cylinder, rotary disc valve	2-stroke, 1 cylinder, rotary disc valve
Displacement	99cc	99cc	124cc	174cc
Horsepower	11 bhp @ 7,500 rpm	11 bhp @ 7,500 rpm	13 bhp @ 6,500 rpm	16 bhp @ 7,000 rpm
Bore and Stroke	49.5 x 51.8mm	49.5 x 51.8mm	56.0 x 50.6mm	61.5 x 58.8mm
Ignition System	Magneto	Magneto	Magneto	Magneto CDI
Lubrication System	Superlube oil injection	Superlube oil injection	Superlube oil injection	Superlube oil injection
Transmission	5-speed, constant mesh, return shift	5-speed, constant mesh, return shift	6-speed, constant mesh, return shift	5-speed, constant mesh, return shift
Tire Sizes front rear	3.00 - 18 4PR 3.00 - 18 4PR	2.75 - 19 4PR 3.00 - 18 4PR	2.75 - 21 4PR 3.50 - 18 4PR	2.75 - 21 4PR 3.50 - 18 4PR
Fuel Tank Capacity	2.2 U.S. gal.	2.1 U.S. gal.	1.8 U.S. gal.	1.8 U.S. gal.
Brake Type front rear	Drum Drum	Drum Drum	Drum Drum	Drum Drum
Overall Length	76.2 in.	78.0 in.	81.7 in.	82.5 in.
Overall Width	32.7 in.	33.9 in.	34.3 in.	33.7 in.
Overall Height	42.7 in.	42.1 in.	42.3 in.	43.3 in.
Wheelbase	49.6 in.	49.6 in.	53.1 in.	53.9 in.
Ground Clearance	8.9 in.	9.4 in.	9.8 in.	9.3 in.
Weight	214 lb.	201 lb.	216 lb.	231 lb.

Specifications subject to change without notice. David Riley

Colors

KV100



Candy Super Red

KE100



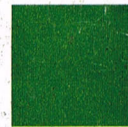
Candy Sky Blue

KE125



Pearl Yellow

KE175



Candy Green



Candy Copper



Candy Orange

Kawasaki
lets the good times roll.

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