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Kawasaki 350 S2 Manual Author: Katja Bachmeier Subject: KAWASAKI 350 S2 MANUAL

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Kawasaki S2 MACH II 1972 USA parts lists and schematics

Initially, the Coupe Kawasaki was based on the 350cc Avenger twin but enjoyed its greatest success from 1972 on, when the formula centered on the three cylinder 350 S2. this was derived from the famous 500 H1, probably the most explosive motorcycle of its era, and - though it performed better on a circuit than on the road - the S2 was a little more civilized than the H1.

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1973 Kawasaki S2 350. This is a non running project bike. No title, bill of sale only. The engine is stuck. This would make a good parts bike. It has a lot of good chrome. The tank has some dings but the inside is pretty clean and it has a good cap. It is missing some parts but is relatively complete. These bikes are getting harder and harder to find, don't miss out on a cheap project! A \$200 ...

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Kawasaki S2 - CycleChaos

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S3-400 and KH400 1974 - 1977 In 1974 Kawasaki replaced the 350 S2 with a more sedate 400 version - the S3. Power was down to 42bhp but Kawasaki claimed the S3 was a much nicer bike to ride.

Unfortunately Kawasaki owners did not buy triples to be "nice". 1974 S3-400 FRAME NUMBER: S3F-00001> ENGINE NUMBER: S3E-00001> The S3 was the same shape as the S1-B 250 but with a disk brake at the front ...

S-SERIES 250/350/400 S1/S2/S3 - Z-POWER

Quick to capitalize on the Mach III 's success, in 1971, Kawasaki duly introduced a trio of triples

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focused on that bike ' s two-stroke theme. First up for the new additions was a bigger and badder 750cc variant, the Kawasaki H2 Mach IV, followed by the 350cc S2 Mach II and finally the diminutive 250cc S1 Mach I, all sold as 1972 models.

The Kawasaki Triples Bible covers the entire production of three cylinder two-strokes from 1967 to 1980, featuring a year by year breakdown of bike specs, including the KH250, 350 S2, KH400, H1 500 and H2 750 models. Illustrated with hundreds of archive photographs and period adverts, plus personal memories from some of the racers and tuners who got the best from the fearsome H1 500 and H2 750 machines of the 60s and 70s, this is an invaluable resource for any collector or restorer of these fabulous motorcycles. With information provided by Kawasaki Museum, acknowledged experts such as Rick Brett and Dave Marsden, and lifelong Kawasaki triples owners, it defines the enduring appeal of the models. It also contains excellent tips on spares, tuning, rebuilds etc., and captures the very essence of what made the Kawasaki triples the most rebellious, kick-ass two-strokes of their time.

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Kawasaki Z1, Z/KZ900 & Z/KZ1000 is for all owners and enthusiasts of the legendary Kawasaki Z1 900, Z/KZ900 and Z1000 built between 1972 and 1980. The book covers the complete restoration of a 1976 KZ900, from the sourcing of the bike to its completion as a fully restored machine. Every area is covered starting with advice on the different models, spares availability, and where best to source a bike to restore. Every area of the restoration is then covered in full detail including the engine, frame, gearbox, wheels, suspension and forks, brakes, ancillaries, bodywork and electrics, accompanied by hundreds of clear color photos to illustrate the text. Additional work on a 1974 Z1A model adds complementary information. What really sets this manual apart, however, is the style in which it is written: not as some dull and distant workshop manual but in a friendly, humorous manner by an enthusiast of many years who is able to involve and entertain the reader, as well as guiding them through the restoration process. This is the third restoration guide from Chris Rooke, whose previous works have been a massive hit with mechanics, enthusiasts and restorers throughout the world.

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