

KAWASAKI BIGHORN 350 F9

The Second Edition Is Improved With
An Appropriate Carburetor, Detail Refinements.
It's A True Dual-Purpose Motorcycle.

■ WHEN KAWASAKI INTRODUCED the Bighorn a couple of years ago, it sported more gimmicks per inch than any other large displacement, dual purpose machine on the market. Well, the gimmicks are still there, but the basic motorcycle they are bolted to is an improved machine, thanks to detail changes to the basic design.

In terms of performance, Kawasaki's latest street/enduro, called simply the F9, differs little from the original. The changes offer increased reliability. Virtually everything that broke, bent, or fell off the Bighorn has been redesigned for the F9. Take the wheel rims, which were previously aluminum. They're steel now. And the spokes. On the Bighorn, they were 8mm all the way; now they have been enlarged to 9mm near the hubs, the area where most spoke breakage occurs.

The most significant change, though, is the fitting of an all new, 30-mm Mikuni carburetor, designed specifically for rotary valve engines. The main difference between this and a conventional carburetor is the positioning of the floats.

Conventional carbs are designed to have the floats move in the same axis the bike is traveling. When a carburetor like this is used on a rotary valve engine, the floats are placed at a right angle to this axis, resulting in flooding or unclean running if the bike is leaned over too far. The new Mikuni eliminates this by placing the floats sideways in the carburetor body, positioning the floats conventionally when the unit is bolted to the side of a rotary valve engine.

Clean running has also been improved by modifying the automatic oil injection system's rate of delivery. The new F9

Cycle World Road Test

runs considerably leaner below half throttle than its predecessor. Above half throttle, the rate of flow increases progressively until it approximates that of the earlier Bighorn at full throttle. A welcome visible result of this is less exhaust smoke. In this respect, Kawasaki is definitely on the right track.

For the most part, Kawasaki's rotary valve Single is superb for off-road use. The only real flaw is the obvious one of engine width. With installation of the new carb, Kawasaki has further narrowed the F9's cases to an acceptable 13 in., 3/4 in. narrower than last year's model. While an engine width of 13 in. may not seem "acceptable" to some, it is a full 2 in. narrower than an SL350 Honda, which is in the same weight and displacement category. Still, the overhang on the right side is considerable, and a skidplate is a good idea.

Internally, the 346-cc engine differs little from the original. The crankshaft is a pressed-together unit riding on ballbearings. Needle bearings are used on both ends of the connecting rod, and the wrist pin is hard chrome-steel. Crankcases are vertically split, as before, but the aluminum side covers are painted black for better heat dissipation, and a more compact appearance.

The five-ported alloy cylinder has a new cast-in liner that warps less when the cylinder barrel and head are torqued down. This modification alone should considerably add to cylinder wall and piston life. As before, a three-ring, aluminum alloy piston allows tolerances to remain the same throughout the operating range, as it expands at the same rate as the cylinder. Four studs fasten the cylinder barrel and head to the crankcases, and the head has rubber dampers between the fins to reduce noise.

A gear drive primary delivers the power to an all new clutch. Fewer plates are used, but both inner and outer discs are thicker, which also helps prevent warping. Because of this,



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