

2025 MODEL INFORMATION



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MODEL NAME

Meguro S1

Photos used in this Model Information generally depict the JPN model.



CONCEPT

COMMEMORATING 100 YEARS OF HERITAGE: MEGURO RETURNS TO THE 250CC CLASS

The Meguro brand, a pivotal part of Kawasaki's history, dates back over 100 years. Originally called the Meguro Manufacturing Company, it was a motorcycle manufacturer that was producing fun, exciting motorcycles at a time in the 1920s when most motorcycles were utility-focused machines. The company introduced the Meguro J (Junior), which featured a 250cc Single engine, effectively creating the 250cc class in Japan. In the early days of Japan's postwar motorcycle racing scene, single-engine Meguro motorcycles demonstrated their sportiness to the fullest extent and achieved good results. Following that, the Meguro Manufacturing Company and the Kawasaki Aircraft Co., Ltd. (now Kawasaki Motors, Ltd.) merged in 1964.

That same year, the Kawasaki 250 Meguro SG was released. It carried on the distinctive style of the Meguro J (Junior) and was designed with a higher-output 248 cm³ engine. It became part of a legacy of Meguro motorcycles that were considered marvels of both engineering and styling. Now, 60 years later, a new Meguro returns to the 250cc class in the form of the Meguro S1.

Looking at the new Meguro S1, it immediately evokes memories of the old Meguro models. The black colouring and shiny chrome-plated fuel tank design with 3D Meguro emblem unmistakably identify it as a Meguro model; a retro classic inheriting 100 years of heritage and trust.

Modern engine technology is paired with classic Meguro looks and feel, as the Meguro S1's 233 cm³ engine offers linear power delivery with torque throughout the rev range. Meanwhile, a supple chassis with a low, accessible seat height makes this Meguro more accessible and enjoyable for riders than ever before.



Kawasaki 250 Meguro SG
[1964 / Historic Model]

The Kawasaki 250 Meguro SG, a single-cylinder sport model, carried on the distinctive style of the Meguro J (Junior), which pioneered the 250cc class in Japan following World War II. It was equipped with a higher-output 248 cm³ engine while maintaining its traditional yet reliable OHV valve train. This model was produced from 1964 to 1969 after the Meguro Manufacturing Company merged with Kawasaki Aircraft Co., Ltd., and after 60 long years, the Meguro S1 has been developed as its successor.

POINTS TO PUSH

ADVANTAGE
01

LOOKS INSPIRED BY PAST MEGURO MODELS

The Meguro S1's looks come straight from the original Kawasaki 250 Meguro SG. One look at its black and chrome fuel tank design and the association becomes clear. Carrying on the proud tradition of Meguro models of old, the Meguro S1's looks have been in-style for 100 years and remain so today.

Vintage-Style Riding Position - P.9

Position of the handlebar, seat and footpegs put the rider in a relaxed, upright position that facilitates control of the bike, just like classic Meguro models.

Slim, Compact and Lightweight - P.7

The chassis is slim and has compact proportions, enabling smooth and effortless handling. It was also designed to be lightweight (143 kg) with a low 740 mm seat height, making the Meguro heritage accessible to more riders than ever before.

Meguro Signature Black and Chrome Finish - P.12

Black paint used on the entire chassis is paired with chrome finishing to give this model a signature Meguro look, closely resembling Meguro models of the past.

High Quality Parts Rich with Meguro Tradition - P.11

A vintage-style seat design with white piping, steel fenders front and rear, and spoked wheels give the Meguro S1 a look reminiscent of the original Meguro models and produce a look classic motorcycle fans will appreciate.

Specially-Tuned Exhaust Note to Match Kawasaki 250 Meguro SG - P.6

The exhaust note takes its inspiration from that of the original Kawasaki 250 Meguro SG, with the actual sound of the original model used to fine-tune the Meguro S1's exhaust note. The resulting tone is a sound with plenty of bass and ring to it, akin to the original when accelerating.

ADVANTAGE
02

UNIQUE MEGURO RIDE FEEL

The Meguro S1 is inspired by the ride feel of Meguro models of the past, with a riding position, exhaust note, and ride feel that will be familiar to those who love classic motorcycles. It makes an excellent entry into the world of Meguro for everyone who loves the brand.

ADVANTAGE
03

MEGURO HIGH QUALITY THROUGHOUT

The Meguro S1's quality is evident from the machine's details, with high-grade touches featured throughout. From the seat to the lights to the exhaust, a rich attention to detail showcases Meguro's status as a top-of-the-line retro sports machine.



Meguro Instrumentation - P.13

Retro-style round gauges with a built-in LCD display feature a special colouring and font on the gauge face resembling that of older Meguro models, along with an iconic red "Meguro" logo printed in katakana at the bottom.

Lights In Keeping with the Meguro Style - P.12

The elegant, classic Meguro looks are enhanced by the original headlight housing, retro-style taillight, and large turn signals.

Classic-Style Teardrop Shape Fuel Tank with 3D Emblem - P.11

The fuel tank has a teardrop shape that contributes to the machine's Meguro-inspired looks and features a newly designed 3D Meguro emblem that catches the eye and identifies this as a Meguro model.

Large-Diameter Spoked Wheels - P.8

Spoked 18" front and 17" rear wheels lend the Meguro S1 a distinguished, stylish look and feel that contributes to smooth handling as well as a big-bike appearance.

Kawasaki's Top-Quality Stainless-Steel Muffler - P.6

The exhaust pipe and silencer are stainless steel and receive Kawasaki's highest-level buffed finish. The header pipe flows elegantly from the engine, culminating in a pea-shooter-style silencer, recreating the beautiful look of early Meguro models for true classic styling.

Vintage-Style Air Cooled Engine Design - P.5

Special care was given to the design to produce classic looks in a modern engine, with sculpted engine parts including large, rounded fins on the cylinder head.

Pleasant Ride Feel at Low Speeds - P.5

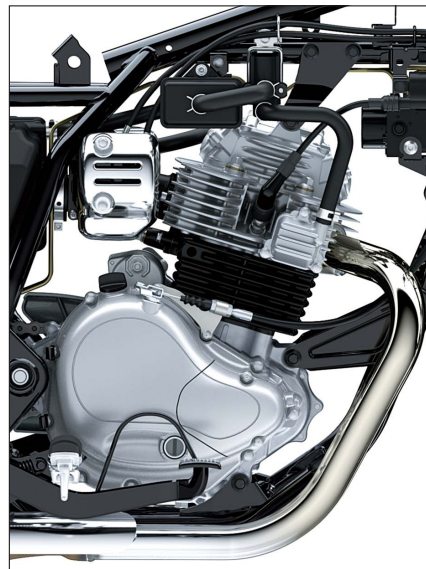
When riding, the engine offers an exciting ride feel thanks to the crankshaft's high moment of inertia. Ample torque from the initial twist of the throttle provides a fun, engaging ride quality—especially in the low- to mid-rpm range.

TECHNICAL DETAILS

ENGINE

Fuel-Injected 233 cm³ Air-Cooled 4-Stroke Single Engine

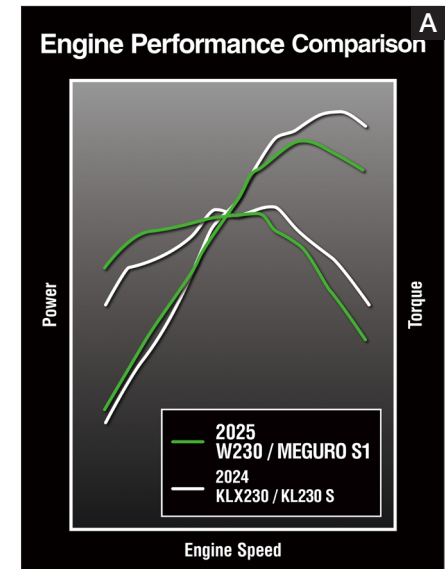
The Meguro S1's engine provides a torquey, fun, exciting engine character when twisting the throttle, which is a major part of the rider's enjoyment. Plenty of low-end torque creates an exciting character with linear acceleration. The engine is compact, contributing to the bike's manoeuvrability and light weight, and the simple construction and light weight afforded by air-cooling further contribute to fun and facilitate handling.



Actual model may not be exactly as shown.

- * The 4-stroke air-cooled single cylinder engine offers both reliability and strong performance, while contributing to a compact package.
- * For both the looks from the outside and the feel when revved, the Meguro S1's engine delivers a vintage character.

- * Bore and stroke of 67.0 x 66.0 mm yield a displacement of 233 cm³. With engine tuning chosen to prioritise torque, the engine offers a robust low-mid range and a flat torque curve, pulling strongly and predictably. (Illustration A)



- * Simple SOHC 2-valve design reduces complexity and contributes to a rider-friendly character that lends itself to sporty riding.
- * Fuel injection system delivers precise response. With fuel injection, fuel delivery is stable regardless of outside air temperature or atmospheric pressure. It also ensures excellent starting characteristics, whether the engine is hot or cold, and contributes to clean emissions. The smooth response also facilitates smooth U-turns and initial acceleration from a stop.
- * Cam profile contributes to ample torque at low rpm for fun, sporty riding performance.
- * Optimised intake duct length, a narrow intake port, and small intake valve promote quick intake airflow for an enjoyable response when accelerating while already in motion.
- * Iridium spark plugs are used for improved combustion.
- * ECU settings optimised for the Meguro S1 help keep the engine churning at slow speeds and offer smooth throttle response during initial acceleration from a stop and U-turns.

- * The crankshaft's moment of inertia contributes to smooth performance at lower rpm. Its heavy flywheel mass makes the engine less likely to stall when the throttle is opened at slower speeds, facilitates maintaining a constant rpm when riding, and reduces throttle sensitivity.
- * A gear-driven engine balancer helps to reduce engine vibrations, ensuring smooth power delivery at all rpm. This results in less unwanted noise for more ride comfort and to allow the rider to more fully absorb the Meguro experience.
- * Fuel pump canister and tubes are located under the fuel tank for a clean look.
- * Exhaust port is located so that the exhaust pipe exits toward the right of the engine, to emphasise the vintage beauty of the original Meguro exhaust pipe shape, with its curving line stretching from the engine to the end of the silencer.

- * Centre pipe's curved shape includes a catalyser for emissions regulations. A heat guard covering the curved portion of the pipe makes it appear straight for a stylish look. The pipe upstream of the silencer was designed to have the same diameter as the silencer tip for a streamlined look, giving it the elegant look similar to Meguro models of the past. (Photo 1)



- * Exhaust pipe is stainless steel with a buffed finish.

- * A secondary air chamber with a large-size reed valve, along with two O₂ sensors (one located just inside the right side footpeg, and another below the swingarm) contribute to excellent exhaust gas performance at idle, without requiring additional covers for a clean look.
- * The area around the catalytic converter is shaped so as not to stifle the engine sound, contributing to a pulsating single cylinder engine sound and feel.
- * The internal structure of the silencer emphasises a sound with plenty of bass and ring to it, which contributes to the pulse of the engine when the rider opens the throttle. When cruising at partial throttle, the exhaust sound closely matches that of the original Kawasaki Meguro 250 SG.
- * When cruising, the exhaust volume is approximately the same level as wind noise, contributing to a pleasant ride feel.
- * The transmission features six speeds for both excellent performance on normal roads and easy cruising on the highway.
- * A long secondary reduction ratio allows a wide speed range in each gear to facilitate smooth cruising.
- * Friction material in the clutch was selected for smooth response when feathering the clutch.

CHASSIS

Lightweight Semi-Double Cradle Frame

The Meguro S1's frame is lightweight, facilitating handling so that even more riders have the chance experience a Meguro. Its dimensions are ideal for straightforward, simple handling that all riders will appreciate, while its design touches are intended to give it a look befitting a Meguro model.



Actual model may not be exactly as shown.

- * The semi-double cradle frame's optimised rigidity contributes to the machine's light weight.
- * The frame and swingarm's low torsional and lateral rigidity also help keep the weight low while contributing to light, natural cornering performance. This is part of the sporty character of Meguro models, and also ensures that chassis handling is predictable, making the Meguro riding experience even more enjoyable.
- * Thanks in large part to its lightweight frame, the Meguro S1 is one of the lightest models in the 250cc retro sport category at only 143 kg, helping make this Meguro model more accessible to a wider range of riders.
- * The four rigid engine mounts reduce unwanted machine vibration for a smoother ride, allowing the rider to have a closer connection with the Meguro.

Composed Suspension

The orthodox $\varnothing 37$ mm telescopic fork and twin rear shocks offer a supple ride and a composed handling character that helps build a strong connection between the rider and their Meguro machine.

- * $\varnothing 37$ mm telescopic fork contributes to well-balanced, composed handling on the street. (Photo 2)



- * A 190 mm fork tube pitch, 27.0° caster and 99 mm trail deliver slow-and-steady lean characteristics.

* At the rear is a twin shock setup for a classic ride feel. The rear shocks also offer 5-step preload adjustment. (Photo 3)



* The swingarm is made with an elliptical cross-section for a reduced diameter and optimised torsional and lateral flex.

Traditional-Looking Wheels, Tyres and Brakes

* Spoked 18" front and 17" rear wheels lend traditional Meguro looks. The relationship between the suspension and tyre pressure has also been optimised in pursuit of high-quality ride comfort. (Photos 4-5)



* The tyres have a profile with a retro style. The tyre sizes are as follows:
 F: 90/90-18M/C 51S
 R: 110/90-17M/C 60S

* A single round ø265 mm front brake disc paired with a dual-piston caliper delivers ample stopping power. (Photo 6)



* A ø220 mm round disc operated by a single-piston caliper slows the rear.

* Standard ABS offers an added level of reassurance in many riding situations.

Accessible Ergonomics

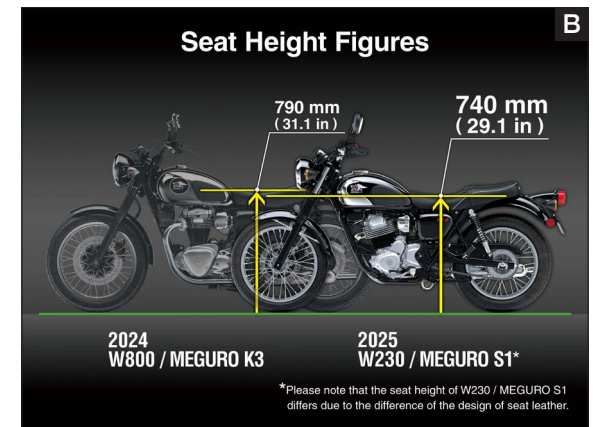
Riders will find the Meguro S1 highly accessible thanks to its lightweight chassis and a relaxed reach to the ground afforded by a slim seat design and low seat height. The relaxed, upright riding position contributes to ride comfort and facilitates control of the motorcycle.



* Position of the handlebar, seat and footpegs put the rider in a relaxed, upright position. (Photo 7)



* With a seat height of 740 mm, the Meguro S1 will inspire confidence in a wide range of riders, ensuring that many riders are able to enjoy the heritage of a Meguro model. (Illustration B)



* The seat has a slim design to allow a wide range of riders to get their feet on the ground with confidence, making the Meguro S1 a highly accessible machine.

* Sculpted to offer the knees a place to grip and featuring knee pads, the fuel tank shape gives the rider a close connection with their Meguro machine and contributes to a riding position that facilitates control.

- * Soft rubber under the seat, footpegs with rubber pads and vibration-absorbing weights, and bar end weights on the handlebar reduce the degree of unwanted vibration and noise, allowing the rider to more fully enjoy the Meguro riding experience when riding in a sporty way.

Kawasaki 250 Meguro SG-Inspired Looks

The Meguro S1 gets its styling inspiration directly from a legendary motorcycle in the history of Kawasaki and Meguro: the 1964 Kawasaki 250 Meguro SG. The styling touches seen throughout the Meguro S1 are directly inherited from its ancestor, carrying on a timeless cool factor that looks as good today as it did in 1964.



- * “Building a beautiful engine” was a key concept when adding styling touches to the air-cooled Single Engine. The idea was to craft a classic-style engine that is lightweight, simple, and visually appealing—a joy to behold. (Photo 8)



- * The cylinder head’s rounded, large-size fins accentuate the engine’s beautiful shape and emphasise the Meguro’s air-cooled engine, which is part of its identity. The fin tips are machined to make their shape stand out and please the eyes.
- * The cylinder is painted black in a nod to the Kawasaki 250 Meguro SG, marking this as a model in the succession of the Meguro line.
- * Right and left side crankcase covers were designed to have curvature for a high-quality, refined look.
- * The right-side crankcase cover is curved and integrated in a single surface highlighting the engine’s presence and contributing to a flat, simple look similar to the Kawasaki 250 Meguro SG’s, with lines added around the case for a sense of undulation/roundness and a crisp look.
- * On the left side, the crankcase cover is designed to blend with the chain case to add to the Meguro S1’s identity as a retro sport model.
- * The fuel injector cover is chrome to lend a retro feel.
- * Oil filter cover construction contributes to a sense of curvature, and a high-quality, elegant-looking engine.

- * The peashooter-style silencer features an all-stainless-steel design with Kawasaki's top-grade buffed finish, adding a high-quality look of fit and finish befitting a Meguro model.
- * Overall, the lines follow a horizontal theme, and have just the right degree of curvature for an elegant, vintage style.

- * The teardrop-shaped fuel tank is inspired by the original Kawasaki 250 Meguro SG, with chrome plating surrounding the black paint, nearly identical to the Kawasaki 250 Meguro SG's design. This is one of the distinctive features that instantly identifies it as a Meguro model. (Photo 9)



- * The fuel tank features a specially designed 3D "Meguro" emblem. Its design mirrors the classic Meguro emblems of old, lending a sense of authenticity and pride of ownership to the motorcycle itself.
- * The knee pads on the tank offer not only comfort during use but also serve as a distinctive element of the iconic Meguro style.
- * Chrome-plated handlebar adds to stylish, high-quality looks.

- * Taking a page from previous Meguro models, the seat follows a classic Kawasaki shape with horizontal lines for a strong sense of presence. The smooth-style design of the seat's top closely resembles that of the original Kawasaki 250 Meguro SG. With a black surface, black sides, and white piping as an accent, the seat completes a stylish, vintage look of the Meguro S1. (Photo 10)



- * Side covers have an elegantly curved shape to accentuate the machine's lines. Graphics with the original Meguro lettering standing out in a vivid red colour make it clear that this is a Meguro model.
- * The swingarm pivot cover contributes to a tidy appearance in that area.
- * Just the right amount of curvature was given to the front fender, with special attention paid to how the edges fold inward, for a high-quality and elegant look visible from the front and side.

* A blend of retro and modern designs, the $\varnothing 130$ mm LED headlight casts a bright, white light. It features two chambers (low-beam/high-beam), both with position lamps to ensure the whole lamp appears lit, like a retro-style bulb headlight. (Photo 11)



* The headlight housing was designed to provide just the right amount of volume for a Meguro machine, while its black paint and chrome ring enhance the overall sense of high quality.

* The large-sized turn signals feature a classic Kawasaki appearance, lending a vintage style to the Meguro S1. (Photo 12)



* The stylish taillight is combined with a bracket shape reminiscent of classic Kawasaki bikes, enhancing the high-quality, elegant atmosphere and further accentuating the Meguro's looks. (Photo 13)



* With carefully chosen parts used throughout, including steel fenders with specially designed edges, buffed stainless steel exhaust, and spoked wheels, the Meguro S1 conveys a high level of fit and finish befitting a Meguro motorcycle.

* The Meguro S1's colour and graphics stay true to the original Kawasaki 250 Meguro SG, allowing a wider range of riders to own something close to the original machines that have been drawing in fans for 60 years.

* In several areas, steel and chrome are used to evoke a sense of luxury reminiscent of both historical and current classic Meguro models.

Traditional Instrumentation

- * Traditional instrumentation includes separate speedometer and tachometer with classic displays. A multi-function LCD screen incorporates an odometer, tripmeter, and clock. A full range of indicator lamps includes an FI warning lamp, dual turn signal indicators, low fuel level indicator, high beam indicator, and neutral indicator. (Photo 14)
- * Meter gauges feature a specially designed classic font to match the original Kawasaki 250 Meguro SG's gauges, with white centres, white text on a black background and an iconic red "Meguro" logo printed in katakana at the bottom.
- * Compact switchgear gives the handlebars a light, uncluttered appearance. But beneath the retro-style exterior, modern internals ensure reliable performance.



Ample Accessories

- * A number of available accessories allow riders to customise their ride: a rear carrier, USB Type C outlet, and chrome engine guards. (Photos 15-18)



- * ETC 2.0 kit is available for Japanese models. The antenna attaches to the mirror stay on the handlebars. (Photo 18)



COLOUR(S)

Meguro S1:

* Ebony



SPECIFICATIONS

Meguro S1

DIMENSIONS	
Overall length	2,125 mm
Overall width	800 mm
Overall height	1,090 mm
Wheelbase	1,415 mm
Road clearance	150 mm
Seat height	740 mm
Curb mass	143 kg
Dry mass	133 kg
Fuel tank capacity	12 litres [JPN: 11 litres]
PERFORMANCE	
Max. power	12.9 kW {18 PS} / 7,000 min ⁻¹ (EUR/THA/S.E. Asia (B3)/Mid. East) 13 kW {18 PS} / 7,000 min ⁻¹ (JPN)
Max. torque	18.6 N·m {1.9 kgf·m} / 5,800 min ⁻¹ (EUR/THA/S.E. Asia (B3)/Mid. East) 19 N·m {1.9 kgf·m} / 5,800 min ⁻¹ (JPN)

ENGINE	
Type	Air-cooled, 4-stroke Single
Valve system	SOHC, 2 valves
Bore x Stroke	67.0 x 66.0 mm
Displacement	233 cm ³ [JPN: 232 cm ³]
Compression ratio	9.0:1
Fuel supply	Fuel injection: ø32 mm x 1
Lubrication system	Forced lubrication, wet sump
Starting system	Electric
Ignition system	Digital
DRIVETRAIN	
Driving system	Chain
Transmission	6-speed, return
Gear ratios:	1st 3.000 (39/13)
	2nd 2.067 (31/15) [JPN: 2.066 (31/15)]
	3rd 1.556 (28/18) [JPN: 1.555 (28/18)]
	4th 1.261 (29/23) [JPN: 1.260 (29/23)]
	5th 1.040 (26/25)
	6th 0.852 (23/27) [JPN: 0.851 (23/27)]
Primary reduction ratio	2.871 (89/31) [JPN: 2.870 (89/31)]
Final reduction ratio	2.714 (38/14)
Clutch type (Primary)	Wet multi-disc, manual

SPECIFICATIONS

Meguro S1

FRAME	
Type	Semi-double cradle, steel
Suspension:	
Front	ø37 mm telescopic fork
Rear	Twin shocks with adjustable preload
Wheel travel:	
Front	117 mm
Rear	95 mm
Caster (Rake angle)	27.0°
Trail	99 mm
Steering angle (left/right)	40° / 40°
Tyre:	
Front	90/90-18M/C 51S
Rear	110/90-17M/C 60S
Brakes: Front Type	ø265 mm disc (Effective diameter: ø237 mm)
Caliper	Dual-piston
Rear Type	ø220 mm disc (Effective diameter: ø186 mm)
Caliper	Single-piston

KAWASAKI TECHNOLOGY



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