

KLX650

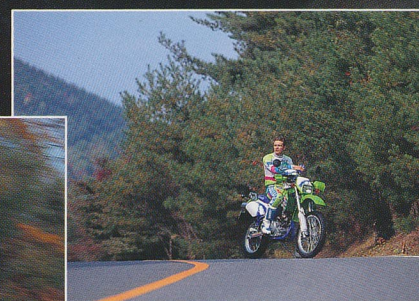


Kawasaki
Let the good times roll.



KLX 650A is shown

At Kawasaki, we're in the business of providing ground-breaking ways for you to enjoy yourself. Like cresting a washed-out, rocky hillclimb on a powerful, lightweight 4-stroke—leaving the 2-stroke bunch far below in a haze of frustration and wheel-spinning smoke. But the victory is even sweeter when you can turn around at the end of the day and ride back home. On the same bike.





BREAK THE RULES

You can, if you choose to ride Kawasaki's new, barely street-legal KLX650—built for the dirt but with one foot planted on the road.

For starters, there's an advanced, high-tensile steel, enduro-spec, perimeter frame—technology taken directly from our championship-winning KX motocross bikes.

For torquing your way out of slippery creek beds or opening up forest trails comes our lightest, most technically-advanced, 651 cm³ single cylinder, four-stroke ever: A compact, powerful four-valve DOHC engine that's enduro-tuned and liquid-cooled to keep you in the thick of it.

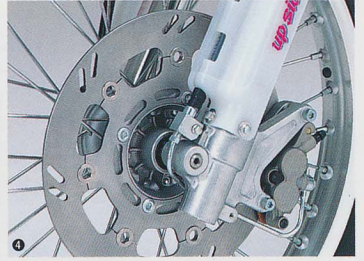
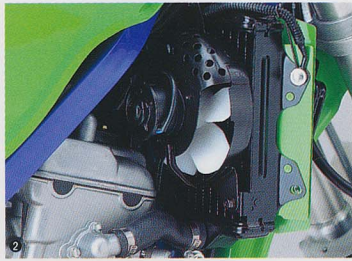
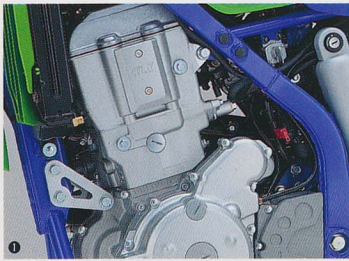
And with electric starting, an automatic compression release and powerful low-maintenance battery, you'll be amazed

how easy the big-bore KLX650 is to start.

Plus enduro-taming steering, advanced 43 mm upside-down fork and rising-rate Bottom-Link Uni-Trak rear suspension that you can count on for agility and control, whether dodging nature's obstacles or floating over potholes dotting a country lane.

To ensure this high level of dirt prowess, the sacrifices we made to keep you legal are minimal. And just in case you need to bring along a friend, there's a set of pillion pegs. Face it. It's time for hard-core dirt riders to have it both ways and break a few barriers in your world. On Kawasaki's new dirt-conquering, road-running, big-bore 4-stroke enduro bike. The KLX650.





- The compact, four-stroke engine looks almost the size of a 250, but a high-compression piston, high-lift cams, lightweight crank and free-flowing exhaust system deliver a thundering 651 cm³ punch whenever you need it.
- Twin alloy radiators plus a thermostat-controlled fan keep the power coming on strong, anywhere, anytime.
- Rider-friendly extras include a lockable tool canister, low-maintenance battery, bright halogen headlamp, and weather-beating hand guards.

- Slotted disc brakes front and rear deliver strong, predictable stopping power in rain or sunshine.
- Off-road extras include folding cleated footpegs, pivoting gearshift tip, fork leg guards, and a side-pull throttle.
- A miniature dash features warning lamps, speedometer with resettable tripmeter, and tachometer.
- Tucked up high out of harm's way is a large-capacity muffler that keeps noise levels low, while offering power-enhancing exhaust flow.

- With a 12-litre fuel tank and alloy luggage rack, you can take off for a weekend without worries.
- Special coating on the stainless steel exhaust header keeps the pipe looking like new.
- The high-tensile steel, perimeter-type frame with rigid box-tubing is based on our championship-winning KX motocross frames, but includes touches like removable pillion peg mounts so you can bring along a passenger.
- The rigid, 43-mm upside-down cartridge fork provides both enduro agility over rough terrain and a smooth ride running errands around town.

- The torquey, big-displacement Single springs to life at a touch of the electric starter, with help from Kawasaki's Automatic Compression Release system.
- Using a design found on all our KX models, the Bottom-Link, rising-rate Uni-Trak rear suspension system is fitted with a nitrogen gas-charged shock that's 5-way adjustable for spring preload so you can customise the ride.
- Newly designed tread pattern for the universal tyres is ready to take you beyond the boundaries of conventional dual-purpose machines.



SPECIFICATIONS: **KLX650-C1**

Engine type	4-stroke, liquid-cooled Single
Displacement	651 cm ³
Bore × stroke	100 × 83 mm
Compression ratio	9.5:1
Valve system	DOHC, 4 valves
Carburetion	Keihin CVK40
Ignition	CDI
Starting	Electric
Transmission	5-speed
Frame type	Perimeter, high-tensile steel
Rake/Trail	28.5°/122 mm
Wheelbase	1,510 mm
Suspension, front	43 mm upside-down cartridge fork
Suspension, rear	Bottom-Link Uni-Trak with gas-charged shock and adjustable preload
Wheel travel, front/rear	285/260 mm
Tyre, front/rear	90/90-21 54S; 130/80-17 65S
Brake, front	Semi-floating disc with dual-piston caliper
Brake, rear	Disc with single-piston caliper
Seat height	885 mm
Fuel capacity	12.0 litres
Dry weight	153 kg
Colours	Ebony or Lime Green

Always ride responsibly within the law and with respect for other road users. Improve your skills with training whether expert or novice. Always ride within the limits of your skills, your experience, and your machine. Wear an approved helmet and protective clothing. Adhere to the instructions and maintenance schedule in your owner's manual. Never drink and ride. Remember you are an ambassador for motorcycling and act accordingly. The actions pictured here took place under controlled conditions with professional riders. Never attempt any action which is potentially dangerous.

Data are intended to describe motorcycles and their performance capabilities fairly but may not apply to every machine. Specifications likely to change without notice. Illustrated equipment and available colours may vary by market.

Lime Green



Ebony



 **Kawasaki**

KAWASAKI HEAVY INDUSTRIES, LTD.
CONSUMER PRODUCTS & COMPONENTS GROUP
P/N 99948-1156 ALL-E Printed in Japan M III-1

