

2004 Model Information

MODEL CODE: **EJ650-C6**

MODEL NAME: **W650**



The Classic Twin

SOHC, Air-Cooled, Vertical Twin-Cylinder Engine

This 676cc vertical twin makes power for the street.

Traditional, torquey, smooth, and instantaneous when you twist the grip.

Air cooling is simple and reliable. No extra complication. No extra weight.

The gear-driven single overhead cam design is simple and easy to maintain.

The vertical twin looks back to the Kawasaki 650 twins of the 1960's, but brought up to date for today's street rider.

The 360° crank layout of this engine has its roots in the British sport motorcycles of the 1950's and '60's.

Gear-Driven Engine Balancer

The internal balancer runs at crankshaft speed to minimize vibration that reaches the rider. Scissor gears turn the balancer for precise timing and quiet operation.

Rubber-Mounted Engine Rubber engine mounts smooth away vibration, leaving only the pleasing pulsation of the traditional vertical twin.

Four Valves per Cylinder

The four valve design adds low end torque and pushes top end power. The best of both worlds.

Vertical Shaft/Bevel Gear Cam Drive Quiet, ultra-precise hypoid bevel gears on both ends of the vertical cam drive shaft keep cam timing absolutely perfect with no maintenance whatsoever. This could be the ultimate cam drive system.

Digital Ignition Delivers power to the plugs at exactly the right time, every time, without any adjustments, ever. Digital advance is foolproof.

Kawasaki Throttle Responsive Ignition Control (K-TRIC) Tailors the ignition advance to the engine's load, for a perfect combination of power, driveability, and fuel economy. A throttle position sensor on the right hand carburettor sends engine load information to the ignition unit.

Five-Speed Transmission Designed to handle this engine's unique power characteristics.

This engine's broad torque curve needs only five speeds for great acceleration and relaxed highway cruising. Positive Neutral Finder Just lift the shifter from first at a stop to find neutral easily, every time.

Double Cradle Hi-Tensile Steel Frame Traditional looks with modern rigidity for handling and ride comfort. Hi-Tensile steel is the same steel used in Kawasaki's motocross machines. It is light and strong.

300 mm Front Disc Brake The large diameter, single front disc brake lets you see the beautiful wire-spoked wheel and still provides quick, sure stops. The caliper is a dual-piston design to provide top braking power.

Plated Wire-Spoked Wheels Plated spokes are the crowning touch. Aluminium rims keep the weight down for performance and a comfortable ride.

39 mm Conventional Front Forks Rubber gaiters protect the inner tubes from road debris for longer life. Fork design provides solid handling and a compliant ride.

Electronic Instrumentation The speedometer and tachometer are both electronically driven for reliability and accuracy. The odometer and resettable trip meter are on an LCD readout in the speedo face.



SPECIFICATIONS

ENGINE

Type	Air-Cooled, 4-stroke Parallel Twin
Displacement	675 cc
Bore and Stroke	72.0 x 83.0 mm
Compression ratio	8.6:1
Valve system	SOHC, 8 valves
Fuel system	Dual Keihin CVK34 Carburettors with K-Tric
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, wet sump

DRIVETRAIN

Transmission	5-speed
Final drive	Sealed chain
Clutch	Wet multi-disc, manual

FRAME

Type	Tubular Double Cradle
Wheel travel: front	130 mm
rear	105 mm
Tyre: front	100/90-19
rear	130/80-18
Caster (rake)	26.5°
Trail	105 mm

SUSPENSION

Front: Type	Telescopic Fork
Rear: Type	Dual Shock Absorbers

BRAKES

Front: Type	Single Disc
Caliper	Twin-Piston
Rear: Type	Drum

DIMENSIONS

Overall length	2,185 mm
Overall width	905 mm
Overall height	1,140 mm
Wheelbase	1,450 mm
Ground clearance	125 mm
Seat height	800 mm
Dry weight	97 kg
Fuel capacity	15 litres

PERFORMANCE

Maximum power	37.0 kW {50 PS}/ 7,000 rpm
Maximum torque	56 N·m {5.7 kgf·m}/ 5,500 rpm

The specifications mentioned here apply to and have been achieved by production models under standard operating conditions. We intend only to give a fair description of the vehicle and its performance capabilities but these specifications may not apply to every machine supplied for sale.

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