

2008 Model Information

MODEL CODE: **ER650A8F**

MODEL NAME: *ER-6n*



OVERALL CONCEPT

With a reputation for innovative motorcycles delivering the performance sought by enthusiasts the world over, Kawasaki took the refreshing and imaginative step of combining their engineering prowess and an awareness of contemporary design, when they developed the ER-6n.

A machine for riders of all ages and experience whether male or female, the core appeal of the ER-6n is that of a motorcycle at the very cutting edge of contemporary design, just as pleasing to look at as it is to ride. Incorporating ergonomics perfectly suited to a variety of riders, the ER-6n makes optimum use of a compact two-cylinder engine to deliver a sleek chassis that is extremely manoeuvrable and fun-to-ride. This machine reawakens the very essence of the motorcycle riding sensation, providing a broad spread of useable engine power matched to a chassis that is outstanding in both visual and engineering terms.

The ER-6n represents a single-minded vision for the Kawasaki company, a vision born of a passionate commitment to offering the sheer enjoyment that motorcycling represents to the widest possible audience.

Fun to Ride

The ER-6n's responsive engine is specially tuned for smooth, satisfying power in the low and medium rpm ranges.

The lightweight chassis and bodywork fit the rider like a pair of pre-shrunk jeans, making the bike feel like an extension of the rider's body. And the short wheelbase and highly centralised mass (another advantage of that trick, mid-ship muffler) deliver exceptionally responsive handling qualities and a tight turning radius. Whether negotiating crowded city traffic or zipping along country roads, the ER-6n is always fun to ride.

Easy to Ride for a Range of Riders

The ER-6n is exceptionally easy to ride.

The combination of the compact and gutsy Parallel Twin engine and lightweight trellis frame with laydown shock result in a slim, compact package which belie the machine's impressive performance.

Add a low seat height, comfortable riding position and low-effort controls and the result is a bike that is as easy to ride for newer riders as it is satisfying for experienced riders.

Top-class Styling

The ER-6n's avant-garde styling make it the best looking middleweight on the market.

A perfect example of how form follows function, the bike's sculpted, flowing lines blend perfectly with the rider's body. Together with the aggressive vertical headlamps, stacked instrument cluster and racy looking 6-spoke wheels, the ER-6n has a look that makes it instantly recognisable even from a distance.



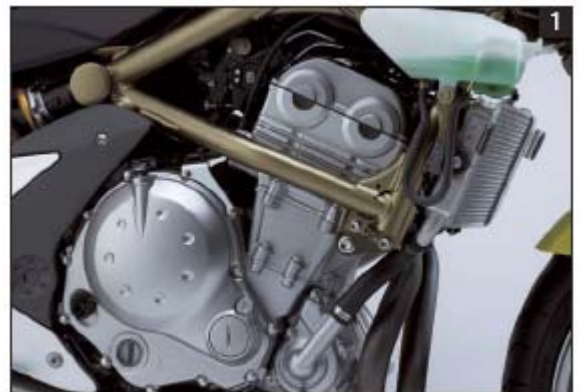


WHY A PARALLEL TWIN?

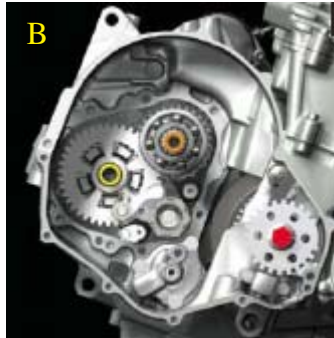
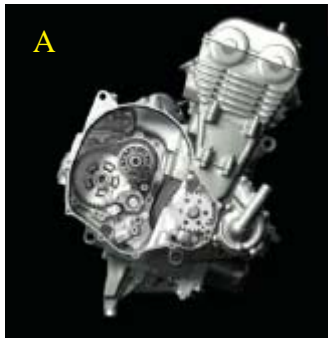
- ★ The key to the ER-6n's compact size is its engine. Kawasaki's engineers knew that for the trim package they were pursuing an In-line Four would be too wide and a V-Twin too long. The only engine design that offered both good power and the requisite compactness was a Parallel Twin.
- ★ The ER-6n's 649 cc liquid-cooled power unit is far and away the most compact engine in its category, smaller even than that of the ER-5 – quite a feat, considering that the ER-6n displaces 150cc more than the ER-5.

ENGINE

- ★ Liquid-cooled, DOHC, 8-valve, 649 cc Parallel Twin with fuel injection delivers smooth, responsive performance, especially in the low and medium rpm ranges. Tuned for rider-friendly power characteristics that will inspire confidence in new riders. (Photos 1,2)
- ★ The engine's excellent mid-range power characteristics make the bike especially fun to ride at medium speeds on city streets. Roll-on response from 50 km/h is exceptional, offering impressive passing performance.
- ★ Large-bore 38 mm throttle bodies feature sub-throttles for high power output with smooth, sensitive throttle response.
- ★ Don't let the words "Parallel Twin" fool you. This engine is loaded with high technology that helped realise its compact design.
- ★ Triangular layout of the crankshaft and transmission shafts makes the engine very short front-to-back. (Illustrations A,B)



- ★ Transmission input shaft, output shaft and change drum are contained in a “cassette”- style package that both allows a compact layout and facilitates transmission maintenance chores. (Illustration C)
- ★ Semi-dry sump design reduces engine height.
- ★ Plated, linerless cylinder is lightweight, and the narrow cylinder pitch reduces engine width.



- ★ Under-engine muffler lowers the bike’s centre of gravity. (Photos 3,4)



CHASSIS

- ★ The compact engine allows use of a slim, minimalist frame, resulting in a design that is narrow at the knees and feet.
- ★ The compact engine also allows an extremely short wheelbase, giving light and nimble handling.
- ★ Because a long swingarm can be used, rear suspension action and handling are both improved.
- ★ 3D analysis was used to achieve the ideal stiffness balance for the frame, contributing to the superb handling characteristics.
- ★ The frame is constructed of high-tensile steel, giving it a lightness rivalling that of aluminium frames.
- ★ The same characteristics that make it fun to ride (responsive handling and rider-friendly ergos), also make the ER-6n ideal for newer riders.
- ★ A short wheelbase and tight turning radius make the ER-6n highly manoeuvrable.
- ★ The riding position was specially designed to inspire rider confidence. An ideal relationship between the handlebars, seat and footpegs results in a comfortable and natural position suitable for a wide range of riders.
- ★ The narrow frame and engine make for an overall narrow package, allowing the rider to keep his or her knees and feet close together.
- ★ Thanks to the low seat height and slim overall design, it’s easy to keep both feet firmly on the ground when stopped, an important consideration for many riders.

FRAME/SUSPENSION

- ★ The design of the frame, rear suspension and swingarm create an integrated line running from the steering head to the rear hub.
- ★ A trellis frame of high-tensile steel gives the bike a lightweight appearance. 3D analysis was used to achieve the target rigidity and stress values.
- ★ Offset laydown rear single-shock suspension flows smoothly from the frame to the swingarm.
- ★ The braced steel swingarm follows the lines of the frame and rear shock, its triangulated design contributing to the machine's innovative styling.

INSTRUMENTS

- ★ The simple instrument layout of the stacked instrument cluster allows riders to take in all the bike's pertinent information at a glance. Features include a digital LCD speedometer and analog tachometer, as well as a clock, odometer and tripmeter.

BRAKES

- ★ Triple petal disc brakes look great and deliver plenty of braking power.
- ★ Attractive 6-spoke wheels give the bike a light look while reducing unsprung weight.

STYLING/BODYWORK

- ★ All new "stacked" dual headlamp design gives the ER-6n an unforgettable face.
- ★ Clear turn signal lenses with orange bulbs further enhance the machine's high-quality appearance.
- ★ The flowing bodywork includes a slim tail cowl with sculpted seat and flush-surface tail lamp lens.
- ★ Seductively sculpted fuel tank ensures that no one will ever mistake the ER-6n for anything other than a Kawasaki.

OTHER FEATURES

ENGINE

- ★ Auto-fast idle system simplifies starting and ensures the catalyser reaches optimum temperature quickly.
- ★ Simplified cooling system routes coolant through the engine cases to the cylinder and head to reduce external plumbing.
- ★ 180° crankshaft drives a balancer shaft for silky smooth engine operation. The water pump is driven off the right end of the balancer shaft.
- ★ Oil jets located in the rod big-ends direct oil to the undersides of the pistons for added cooling.
- ★ Lightweight plug-mounted ignition coils deliver a hot spark while saving space.
- ★ High-capacity air cleaner contributes to excellent engine performance.
- ★ Newly designed lightweight fuel pump mounted inside the fuel tank.

CHASSIS

- ★ Four tie-down hooks allow baggage or a spare helmet to be secured to the rear seat.
- ★ Under-seat storage space has room for a U-lock or similar device.



SPECIFICATIONS

ENGINE

Type	Liquid-cooled, 4-stroke Parallel Twin
Displacement	649 cc
Bore and Stroke	83 x 60 mm
Compression ratio	11.3:1
Valve system	DOHC, 8 valves
Fuel system	Fuel injection: ø 38 mm x 2 (Keihin)
Ignition	Digital
Starting	Electric
Lubrication	Forced lubrication, semi-dry sump

DRIVETRAIN

Transmission	6-speed
Final drive	Sealed Chain
Clutch	Wet multi-disc, manual

FRAME

Type	Diamond, high-tensile steel
Wheel travel:	front 120 mm
	rear 130 mm
Tyre:	front 120/70ZR17M/C (58W)
	rear 160/60ZR17M/C (69W)
Caster (rake)	24.5°
Trail	102 mm

SUSPENSION

Front: Type	41 mm telescopic fork
Rear: Type	Offset laydown single-shock with adjustable preload

BRAKES

Front: Type	Dual semi-floating 300 mm petal discs
Caliper	Dual piston
Rear: Type	Single 220 mm petal disc
Caliper	Single-piston

DIMENSIONS

Overall length	2,100 mm
Overall width	760 mm
Overall height	1,095 mm
Wheelbase	1,405 mm
Ground clearance	140 mm
Seat height	785 mm
Dry weight	174 kg
Fuel capacity	15.5 litres

PERFORMANCE

Maximum power	53 kW {72.1 PS} / 8,500 rpm
Maximum torque	66 N·m {6.7 kgf·m} / 7,000 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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