

EX650A8F



MODEL CONCEPT

The Ninja 650R represents a bold leap forward for Kawasaki. Featuring an innovative engine and chassis, the Ninja 650R introduces a new genre to motorcycling: the entry-level bike with the styling, build quality and performance of much pricier machines. This broad-spectrum machine is suited to riders of all ages and abilities.

Powered by a compact two-cylinder engine mounted in a sleek, lightweight chassis the Ninja 650R is extremely maneuverable and very rider friendly. And don't be fooled by that compact power unit, the Ninja 650R punches out plenty of satisfying power. Low-effort controls, wind and weather protection care of full fairing bodywork and ergonomics suited to a variety of body sizes make the Ninja 650R an ideal bike for a wide range of riders.

A Unique Combination

Fun to ride, rider-friendly and great looking, the Ninja 650R has something for everyone, from beginners to experienced riders. How did we build a bike with such broad-spectrum appeal? Simple, we started with the rider, not the bike. Our engineers took a close look at how riders interface with a motorcycle. Riding positions were studied to discover which posture instilled the most confidence. Narrowing the distance between the footpegs and using a lower seat made it easier for riders to reach the ground with their feet. And low-effort controls make for easy operation.

The Ninja 650R is very easy to ride. Nimble handling qualities come courtesy of a narrow and lightweight trellis frame featuring an offset laydown rear shock mounted to a triangulated swingarm. This innovative short-wheelbase frame (together with the compact engine) is key to the Ninja 650R's high comfort and rider-friendly handling qualities.

The engine is no less innovative. With light weight and high compactness primary design goals, V-Twins and In-line Fours were out of the question. Our engineering team developed an all-new compact parallel twin engine that pumps out plenty of smooth, responsive power across a mile-wide rev range.

This 649cc, liquid-cooled power unit is the most compact engine in its category. But don't be fooled by the small size, this baby punches out power levels that are more than a match for any machine in its category. Electronic fuel injection ensures seamless power delivery across the rev range. The Ninja 650R is as nature-friendly as it is rider-friendly, as it is the only machine in its category to meet the stringent Euro-III emissions regulations.

Fun to ride and easy to operate, the Ninja 650R welcomes new riders with its non-intimidating size and comfortable ergonomics, while also appealing to experienced riders with its gutsy engine performance and responsive handling qualities.

The Ninja 650R — the size and feel of a 400 with the power of a 650.

KEY FEATURES

- Liquid cooled parallel-twin 649cc engine
- Compact, high-tech engine
- Fuel injected for performance, low emissions and good fuel economy
- Innovative trellis frame
- Fresh, sophisticated styling
- Compact design yet comfortable for 2-up riding
- Full fairing

MODEL FEATURES

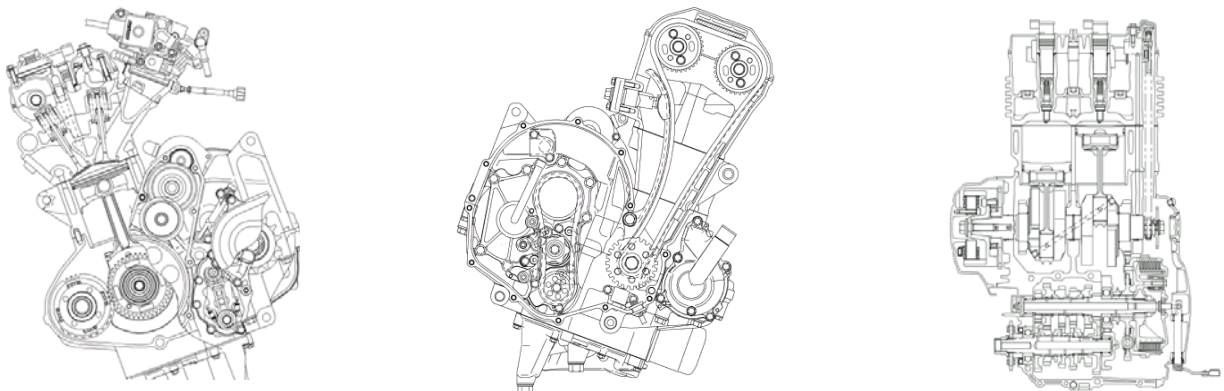
Engine

The key to the Ninja 650R's compact size is its engine. Our 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 Ninja 650R's 649 cc liquid-cooled power unit is far and away the most compact engine in its category, smaller even than that of the EX500 – quite a feat, considering that the Ninja 650R displaces 150cc more than the EX500.

The compact design and surprising performance is the result of an engine loaded with high technology. Ninja technology and know-how abounds in the Ninja 650R, and that explains why this compact and lightweight machine can outperform so many of its middleweight competitors.

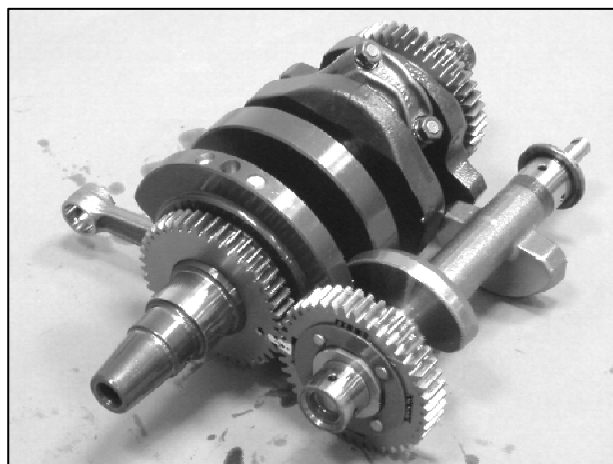


- All-new liquid-cooled, DOHC, 8-valve 649 cm³ Parallel Twin with fuel injection delivers smooth, responsive performance, especially in the low and medium rpm ranges.
- Plated, linerless aluminum cylinders are lightweight, and the narrow cylinder spacing reduces engine width.

- Simplified cooling system routes coolant through the engine cases to the cylinder and head to reduce external plumbing.



- Compact radiator with high-density core provides efficient cooling.
- Large-bore 38 mm throttle bodies feature sub-throttle valves and fine-atomizing injectors to deliver instant cold starting, excellent power characteristics and good fuel economy.
- ECU controlled sub-throttles ensure smooth, linear power characteristics.
- Auto-fast idle system simplifies starting and ensures the catalyser reaches optimum temperature quickly.
- The combination of efficient fuel injection and a 3-way catalyser inside the muffler make for very low emissions which pass the stringent Euro-III regulations
- 180° crankshaft drives a balancer shaft for silky smooth engine operation.

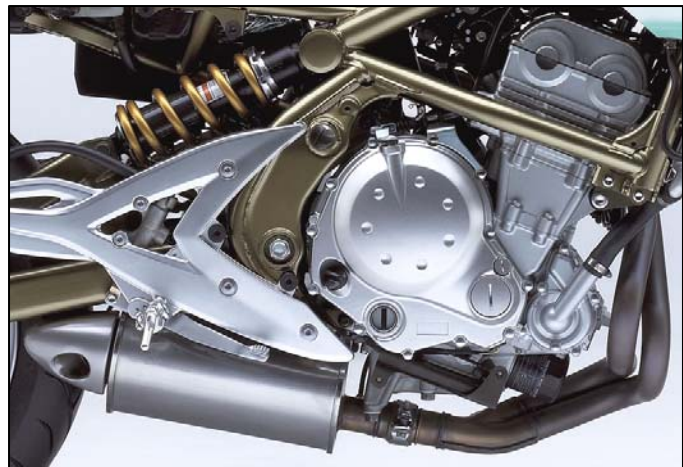


- Oil jets located in the rod big-ends direct oil to the undersides of the pistons for added cooling.
- Semi-dry sump design reduces engine height. There are two oil pumps; one scavenge pump and one pressure pump. Scavenged oil is stored in transmission cavity, away from the crankshaft area.

- Triangular layout of the crankshaft and transmission shafts makes the engine very short front-to-back.



- 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.
- The smooth-shifting 6-speed transmission has a gear for every situation, from low-speed city traffic to high-speed highway use.
- The transmission is equipped with Kawasaki’s exclusive Positive Neutral Finder. Just lift the pedal from first at a stop to find neutral easily, every time.
- Attractive bend of the exhaust pipes ensure the optimum tuned length between the cylinder head and silencer for best performance and torque characteristics.



- Under-engine muffler improves mass centralization and lowers the bike’s centre of gravity.
- Lightweight plug-mounted ignition coils deliver a hot spark while saving space.

Chassis

The compact engine allows use of a slim, minimalist frame, resulting in a design that is narrow at the knees and feet.

- The trellis frame is constructed of high-tensile steel, giving it a lightness rivaling that of aluminum frames.

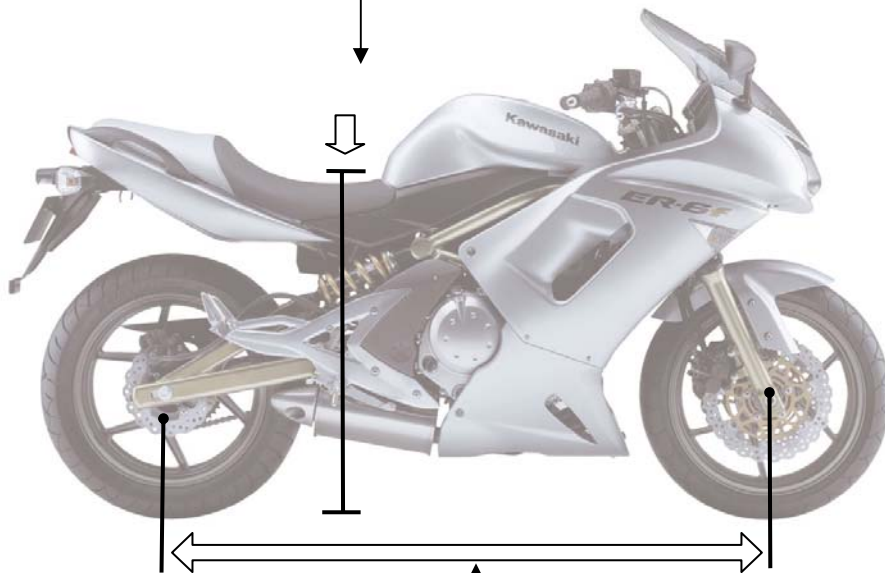


- The offset, laydown rear single-shock suspension flows smoothly from the frame to the swingarm. Shock spring is preload adjustable
- The braced steel swingarm follows the lines of the frame and rear shock, its triangulated design contributing to the machine's innovative styling.
- The compact engine allows the use of a long swingarm. Because a long swingarm can be used, rear suspension action and handling are both improved.
- Triple petal disc brakes deliver plenty of braking power.



- Attractive 6-spoke supersport-style wheels give the bike a light look while reducing unsprung weight.

The layout of the offset single-shock rear suspension allows the battery to be located *beside* the shock instead of beneath it. This elegant arrangement allows a lower seat height as well as a slim design.



The compact engine allows an extremely short wheelbase, giving light and nimble handling. A short wheelbase and tight turning radius make the ER-6f highly maneuverable.



The compact engine allows use of a slim, minimalist frame, resulting in a design that is narrow at the knees and feet.

*European model shown above

- Sculpted fuel tank conforms to the rider's legs and is narrow at the rear, allowing riders to keep their legs close together.



- Wind and weather protection come from the aerodynamic windscreen and full fairing, both of which make the Ninja 650R as at home on the highway as on city streets.
- The front turn signals are built into the fairing, enhancing the bike's integrated styling.
- Clear turn signal lenses with orange bulbs further enhance the machine's high-quality appearance.



- The flowing bodywork includes a slim tail cowl with flush-surface tail lamp lens. From the rear, the Ninja 650R has a slim, agile appearance.
- The turn signals also function as hazard lights.

- Two-tone seat design contributes to the bike's slim styling and gives the impression of a single seat cover.



- Stylish one-piece passenger and footpeg brackets contribute to the bike's sporty personality.
- Compact step-motor speedometer features an LCD display with digital readouts for odometer, twin tripmeter and clock as well as an LED water-temperature warning lamp.



- Tachometer houses both a fuel gauge and an LED fuel-injection warning lamp.
- Other instrumentation includes turn signal, high beam, neutral, and oil warning lamps.
- 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.

Available Colours

- Metallic Diablo Black



- Lime Green



SPECIFICATIONS:**EX650A6F****Ninja 650R****ENGINE**

Type 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 Injection \varnothing 38 mm x 2 (Keihin)
Ignition Digital with anti-hotwire circuit
Cooling Liquid
Lubrication Forced lubrication, semi-dry sump

DRIVETRAIN

Transmission 6-speed, return with positive neutral finder
Final drive Sealed Chain
Primary reduction ratio 2.095 (88/42)
Gear ratios: 1st 2.438 (39/16)
 2nd 1.714 (36/21)
 3rd 1.333 (32/24)
 4th 1.111 (30/27)
 5th 0.966 (28/29)
 6th 0.852 (23/27)
Final reduction ratio 3.067 (46/15)
Clutch Wet multi-disc, cable operation

FRAME

Type Diamond, high-tensile steel
Wheel travel: front 120 mm
 rear 130 mm
Tires: front 120/70ZR17M/C (58W)
 rear 160/60ZR17M/C (69W)
Caster (rake) 25°
Trail 106 mm
Steering angle (L/R) 32° / 32°

SUSPENSION

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

BRAKES

Front: Type..... Dual semi-floating 300 mm drilled, petal style discs
Caliper Dual 2-piston, pin-slide mount

Rear: Type..... Single 220 mm drilled, petal style disc
Caliper Single-piston, pin-slide mount

DIMENSIONS

Overall length..... 2105 mm
Overall width 760 mm
Overall height..... 1210 mm
Wheelbase 1410 mm
Seat height..... 790 mm
Dry weight 178 kg
Fuel capacity..... 15.5 litres

PERFORMANCE

Max. power 72 PS @ 8,500 rpm
Max. torque 66 N-m @ 7,000 rpm

Kawasaki Limited Warranty 12 months

Good Times Protection Plan 24 or 36 months

Kawasaki GTPP coverage begins after the standard limited warranty expires. GTPP purchased for street legal motorcycles includes emergency roadside assistance. Buy early, emergency roadside assistance coverage begins when GTPP is purchased and continues until GTPP expiry. Log on to www.kawasaki.ca or ask your salesperson for details.



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. Kawasaki reserves the right to alter specifications without prior notice. Equipment illustrated and specifications may vary to meet individual markets. (12062)