

# Z650

 Kawasaki



# The all-new Kawasaki Z650.



Kawasaki wants you to know that the new Kawasaki Z650 is not just a scaled-down version of the King Kawasaki Z1000. It may look similar but inside that compact twin cam 4-cylinder 4-stroke engine there's a lot that's different. The many differences contribute to the different personality.

The Z650 is more of a zapper. It has the split-second reactions of a sprinter. Remember the Kawasaki H1 and H2 triple cylinder blasters that roared and smoked their way into history? The Z650 delivers that kind of performance with modern day manners. And if you want to use it for long distance touring, that's just fine with the Z650 too. You'll appreciate its remarkable fuel economy.





**652cc, DOHC, 64HP, 4-cylinder 4-stroke**



**front disc brake, 4-into-2 exhaust system.**

# It's a marvel of advanced technology and a whole lot of fun to run.

The same Kawasaki engineers who developed the amazing Kawasaki Z900/Z1000 models began work on the Z650 over two years ago. They took many of the good things from the King Kawasaki and put them in the smaller package. And they work just great.

The twin cam, 4-cylinder, 4-stroke engine format with a displacement of 652 cc is what a lot of motorcycle riders want because it fits their need for all round sports/touring performance. And it suits their budget better than a bigger bike. But Kawasaki is careful to reflect the big Kawasaki style that has won such world-wide acceptance. The new Z650 looks like a winner—just like the Z1000!

## Inside engine facts.

Sometimes it takes different technology when you think smaller. For example: the Z1000 has a massive crankshaft that is pressed together and runs on needle roller bearings. The Z650 has a forged single unit crankshaft and runs on plain bearings. There are number of other differences inside the engine and they were made for good reasons: they work better.

Some other ideas were retained. The PCV (Positive Crankcase Ventilation) system used in all new Kawasaki 4-stroke engines is here. It recycles blow-by gasses and helps reduce hydrocarbon exhaust emissions by up to 40%. Likewise four Mikuni carbs deliver truly exceptional fuel economy even on low or no-lead gasoline and the double overhead camshafts are important for more efficient breathing. The result is the engine is very responsive, yet has a relatively flat torque curve and wide power band which mean that

even at low and medium speeds it is perfectly easy to manage. Another point: overall engine and exhaust noise levels are low. The 4-into-2 exhaust system with cross-over pipe under the frame and newly-designed mufflers look good. And the sound is great.

## Power train.

A new Hi-Vo type chain takes the power from the crankshaft to the 5-speed gearbox and from there the heavy final drive rear chain takes it to the rear wheel.

The sudden power is cushioned at the rear hub with a shock absorbing device like on the Z1000 so that the wear and tear on the chain is greatly reduced. The system works well. You can expect good service from the newly-designed chain which resists stretching and roller wear.

The gearbox is in the best Kawasaki tradition: slick-smooth, power-matched ratios, 5-speeds, trouble-free.



## Super handling and single disc.

The frame is a junior-size version of the double cradle Z1000 design. It's hefty and flex-free. Front forks and rear shocks have plenty of 2-way action and the whole combination really lets a rider take the machine around corners confidently.

The large diameter front disc brake has more than sufficient stopping power and works perfectly with the rear drum. Together, they feel good and safe under any conditions.

## Other safety, convenience and comfort features.

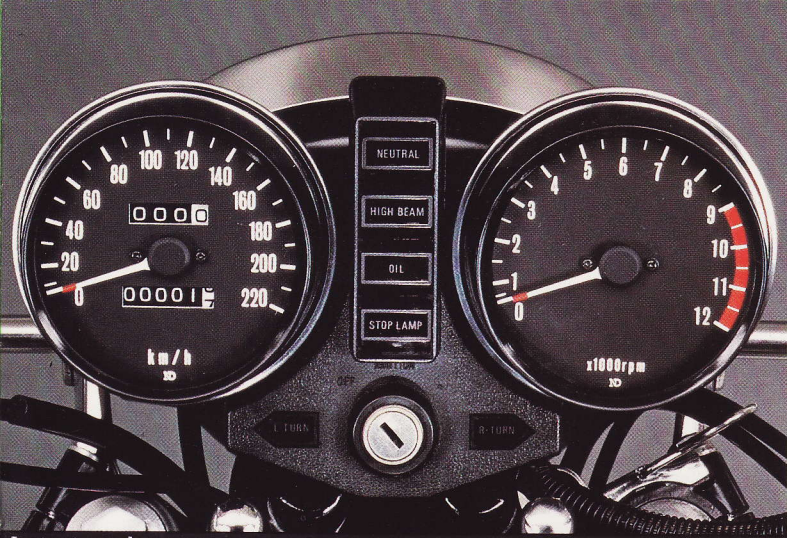
Some new ideas include: a starter lock-out system which prevents you inadvertently starting the engine when in gear, audible turn signals to remind you to switch them off, a brake light failure indicator and a 3-way separated fuse system.

Convenience features include: one key to operate the main switch, steering lock, tank cap and seat lock. There is a neat little tray hidden under the swoopy tail section for small valuables and papers. All electrical wires from the grips now run inside the handlebars for greater protection.

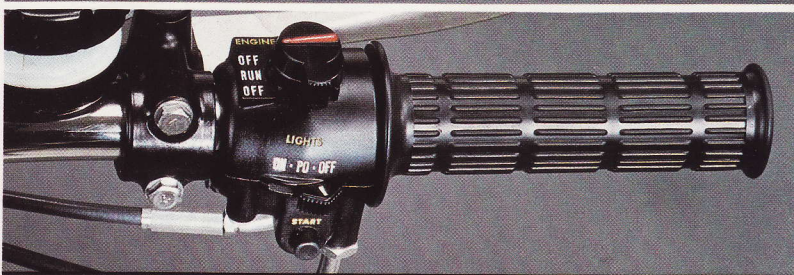
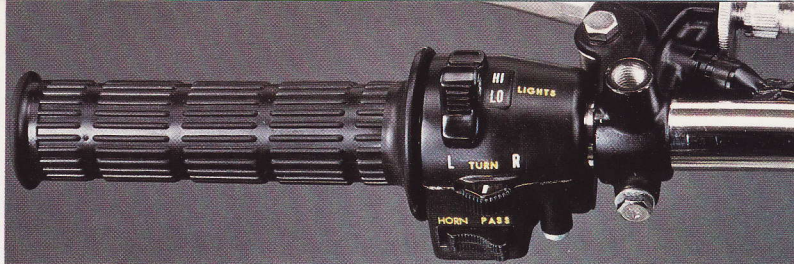
The seat is both beautiful and comfortable. The 2-level design is carefully contoured and cushioned so you can stay in the saddle for hours at a time if you have to.

The instruments are big and have bold numbers that are easy to read, and a nifty column of lights between the tachometer and speedometer gives full information at a glance.

Kawasaki built the Z650 for people who know about motorcycles—and how to use one enthusiastically. Is the high-spirited Z650 package the size you want? If you'll settle for a little less than the King Kawasaki Z1000 it is.



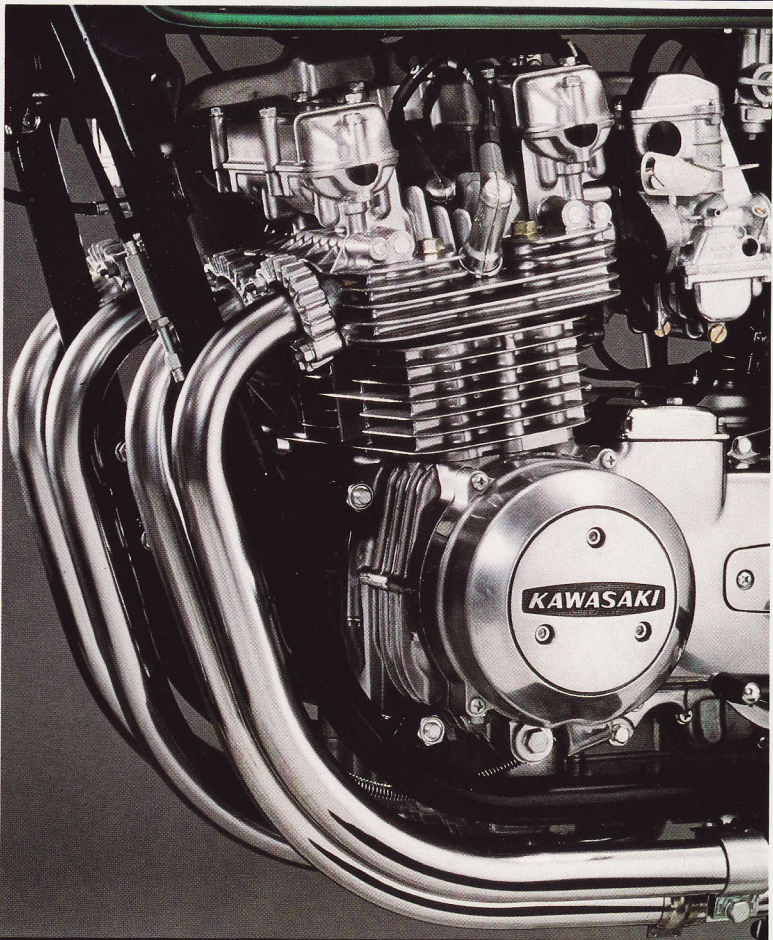
Instant readouts at any speed.



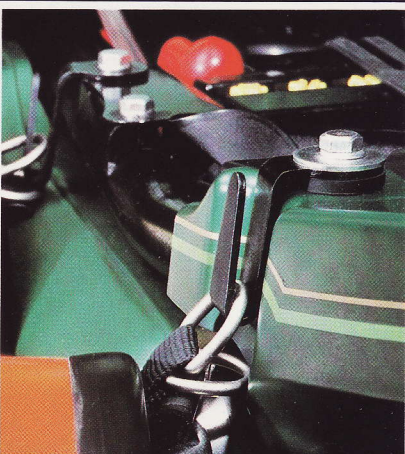
Thumbs up for convenient switches!



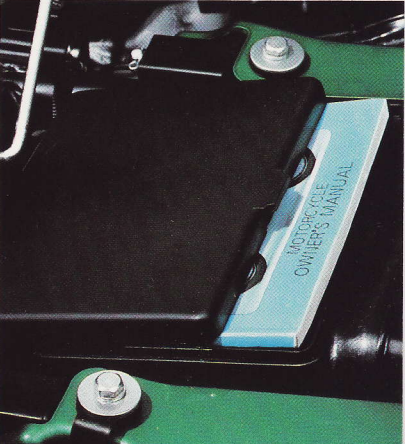
A luxurious layout.



Compact and impressive. All muscle.



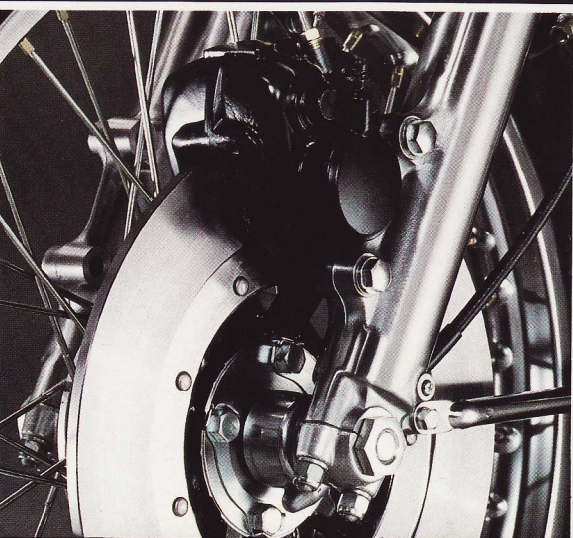
Underseat helmet hooks.



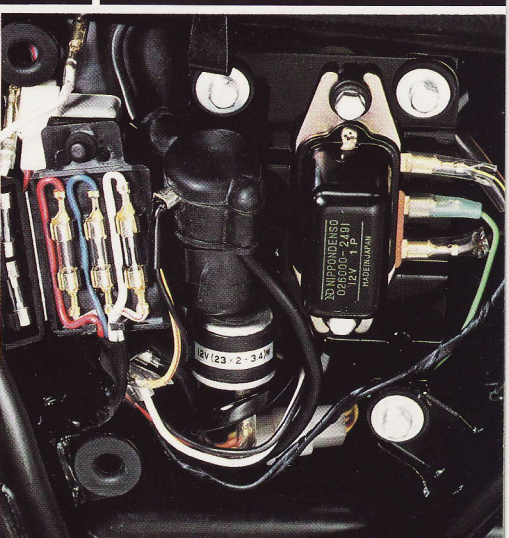
Handy tray under the seat.



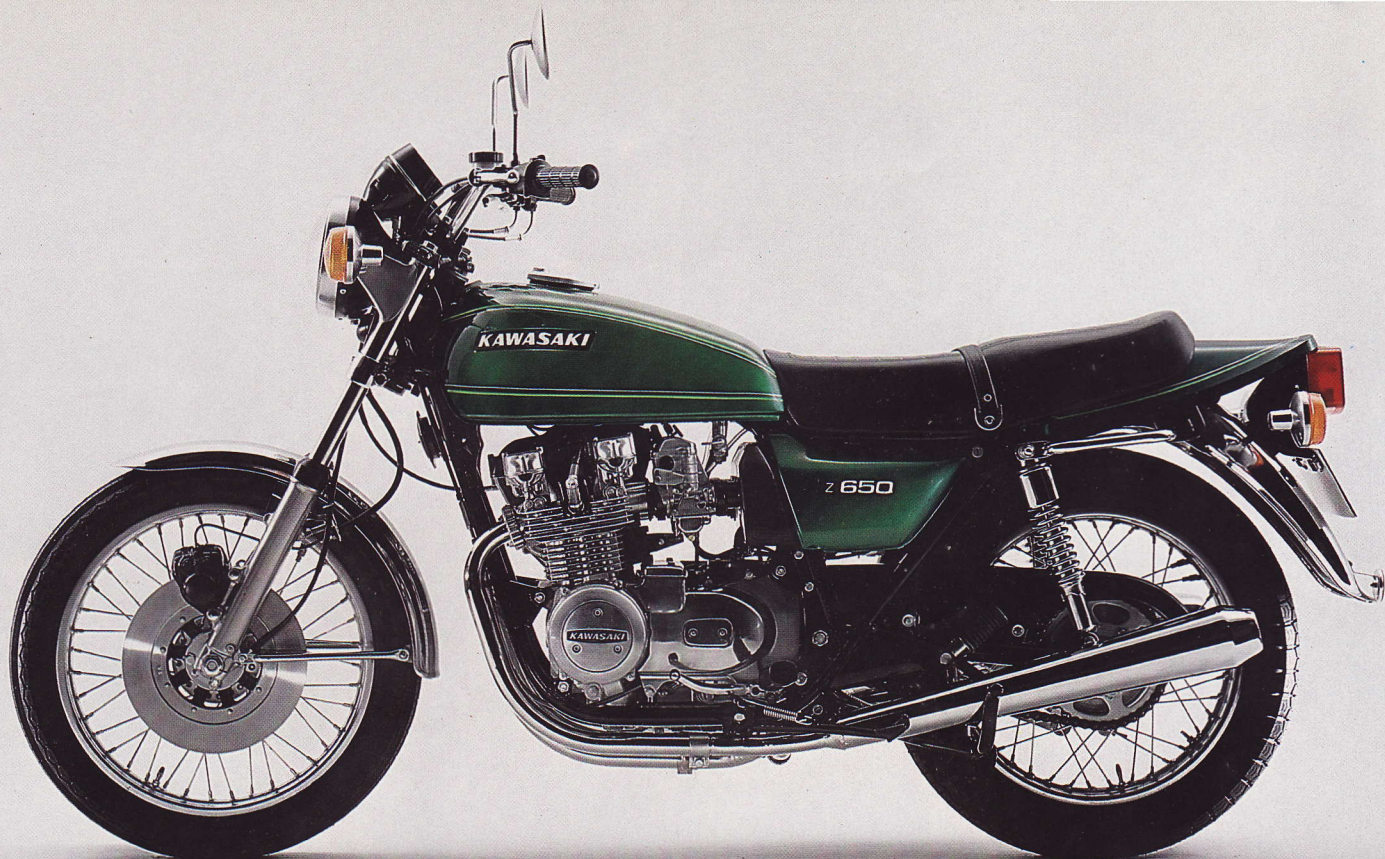
Cleaner air means a longer life.



All the stopping power up front.



Neat, 3-way fuse system.



Colours available: Candy Super Red, Candy Emerald Green

## Z650-B1 SPECIFICATIONS

### PERFORMANCE

Maximum horsepower	64 hp/8,500 rpm
Maximum torque	5.8 kg-m/7,000 rpm (41.9 ft-lb/7,000 rpm)
Acceleration	SS 400 m (1/4 mile): 12.4 sec.
Climbing ability	30°
Minimum turning radius	2.4 m (94.5 in.)

### ENGINE

Type	4-stroke, 4-cylinder, in-line, transversely mounted, air-cooled, DOHC
Displacement	652 cc (39.77 cu. in.)
Bore and stroke	62 x 54 mm (2.44 x 2.13 in.)
Compression ratio	9.5 : 1
Ignition system	Battery and coil
Starting system	Electric starter and kick
Lubrication system	Forced lubrication (wet sump)

### TRANSMISSION

Type	5-speed, constant mesh, return shift
Shift pattern	1-N-2-3-4-5
Clutch	Wet, multi-disc

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 motorcycles and their performance capabilities but these specifications may

### FRAME

Type	Tubular, double cradle
Suspension: Front	Telescopic fork
Rear	Swing arm
Tyre size: Front	3.25H—19 4PR
Rear	4.00H—18 4PR

### BRAKES

Front	Single disc brake, Effective disc dia. 245 mm (9.646 in.)
Rear	Drum, 180 x 40 mm (7.087 x 1.575 in.)
Braking distance	12 m @ 50 kph (39.4 ft @ 31.1 mph)

### DIMENSIONS

Length, overall	2,220 mm (87.4 in.)
Width, overall	850 mm (33.5 in.)
Height, overall	1,145 mm (45.1 in.)
Wheelbase	1,420 mm (55.9 in.)
Ground clearance	140 mm (5.5 in.)
Dry weight	211 kg (465 lbs.)
Fuel tank capacity	16.8 litres (3.7 Imp. gal.)

not apply to every machine supplied for sale. Kawasaki Heavy Industries, Ltd. reserves the right to alter specifications without prior notice.



Use your head. Wear a helmet. Enjoy safe riding.

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