2027

KLR®650

Kawasaki
Let the Good Times Roll®



BASE MSRP NON-ABS
$6,999‡

BASE MSRP ABS
$7,299‡

METALLIC SPARK BLACK

POWER

Engine	4-stroke, single cylinder, DOHC
Displacement	652cc
Bore x Stroke	100.0 x 83.0mm
Compression Ratio	9.8:1
Maximum Horsepower	40 hp[1] @ 6,000 rpm
Maximum Torque	39.1 lb-ft @ 4,500 rpm
Fuel System	DFI® with 40mm throttle body
Ignition	CDI
Transmission	5-speed, return shift with wet multi-disc manual clutch
Final Drive	Sealed chain
Electronic Rider Aids	Anti-lock Brake System (ABS only)

PERFORMANCE

Front Suspension / Wheel Travel	41mm telescopic fork/7.9 in
Rear Suspension / Wheel Travel	Uni-Trak® single shock with adjustable rebound damping and adjustable spring preload/8.0 in
Front Tire	90/90-21
Rear Tire	130/80-17
Front Brakes	Single 300mm disc with 2-piston caliper (and ABS)
Rear Brakes	Single 240mm disc with 2-piston caliper (and ABS)

DETAILS

Frame Type	Tubular, semi-double cradle
Rake/Trail	30.0° /4.8 in
Overall Length	89.8 in
Overall Width	38.2 in
Overall Height	57.7/56.3 in (screen hi/lo)
Ground Clearance	8.3 in
Seat Height	34.3 in
Estimated Dry Weight	416.6 lb** (ABS), 412.1 lb** (non-ABS)
Curb Weight	460.6 lb* (ABS), 456.2 lb* (non-ABS)
Fuel Capacity	6.1 gal
Wheelbase	60.6 in
Special Features	All-digital multi-function instrumentation, Adjustable windscreen, Hand guards, Rear carrier
Color Choices	Metallic Spark Black

Scan with camera to view videos, key features and more.

‡Base MSRP is the base for the series of a model and excludes destination, options, taxes, title and license, and dealer fees and charges. Dealer sets actual retail price.
*Curb weight includes all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied). When equipped, California evaporative emissions equipment adds approximately 2.2 lb.
**Dry weight does not include all necessary materials and fluids to operate correctly, full tank of fuel (more than 90 percent capacity) and tool kit (if supplied).
[1]This vehicle's HP was measured according to ISO standard 4106. This ISO standard measures HP differently than the SAE standards by which the horsepower of many cars is measured, and as a result the referenced HP measurement may be higher than if it were measured by an SAE standard.
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