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2008 Kawasaki KLR 650. Picture credits - Kawasaki. Submit more pictures. Kawasaki's profilation of this bike The new KLR650 is well suited to life on the highways, deserts, mountains or even the challenging terrain of today's urban jungle. For 21 years, the Kawasaki KLR650 has been the smart choice for riders seeking reliable on and off-road performance. General information Motorcycle name Kawasaki KLR 650 Year of manufacture 2008 Type Enduro / offroad Price as newUS\$ 5349. MSRP depends on country, taxes, accessories, etc. Rating 3.6 Check out the detailed rating of off-road capabilities, engine performance, maintenance cost, etc. Compare with any other bike. Engine and transmission Engine size 651.0 ccm (39.72 cubic inches) Type of engine Single cylinder, four-stroke Output 36.1 HP (26.4 kW) @ 6200 RPM Torque 44.3 Nm (4.5 kgf-m or 32.7 ft.lbs) @ 5000 RPM Top speed 149.7 km/h (93.0 mph) 0-100 km/h (0-62 mph) 5.88 seconds 1/4 mile (0.4 km) 14.40 seconds Maximum RPM 7800 Compression 9.8:1 Bore x stroke 100.0 x 83.0 mm (3.9 x 3.3 inches) Valves per cylinder 4 Fuel system Carburettor. Keihin CVK 40 Fuel control Double Overhead Cams/Twin Cam (DOHC) Ignition Digital transistorized Lubrication system Forced lubrication (wet sump) Cooling system Liquid Gearbox 5-speed Transmission type Chain (final drive) Clutch Wet multi-disc, cable operation Driveline Sealed Chain Fuel consumption 4.70 litres/100 km (21.3 km/l or 50.05 mpg) Greenhouse gases 109.0 CO2 g/km. (CO2 - Carbon dioxide emission) Chassis, suspension, brakes and wheels Frame type Semi-double Cradle Made of high-tech, round-section, high-tensile steel Rake (fork angle) 28.0° Trail 112 mm (4.4 inches) Front suspension 41mm Telescopic Front wheel travel 201 mm (7.9 inches) Rear suspension Uni-Trak linkage monoshock Rear wheel travel 185 mm (7.3 inches) Front tire 90/91-21 Rear tire 130/80-17 Front brakes Single disc. 2-piston sliding caliper Diameter 280 mm (11.0 inches) Rear brakes Single disc. 2-piston sliding caliper Diameter 240 mm (9.4 inches) Physical measures and capacities Dry weight 175.5 kg (387.0 pounds) Weight incl. oil, gas, etc 194.1 kg (428.0 pounds) Power/weight ratio 0.2057 HP/kg Seat height 883 mm (34.8 inches) If adjustable, lowest setting. Overall length 2295 mm (90.4 inches) Ground clearance 206 mm (8.1 inches) Wheelbase 1481 mm (58.3 inches) Fuel capacity 23.08 litres (6.10 US gallons) Oil capacity 2.50 litres (2.64 US quarts) Other specifications Color options Red, blue, green Starter Electric Update specsReport missing specs or required updates. Maintenance and service specs * Engine oil SAE 10W-40 Oil filter K & N KN-123 Brake fluid DOT 4 Coolant 1.00 litres (0.26 US gallons) Battery YB14L-A2 Spark plugs NGK DPR8EA-9, NGK DPR8EIX-9 Idle speed 1300 +/- 100 RPM Chain size 520 Chain links 106 Sprockets 15/43 (front/rear) Tire pressure front 22 PSI (1.5 Bar or 150 kPa) Tire pressure rear 29 PSI (2 Bar or 200 kPa) Fork tube size 38 mm (1.5 inches) *) Always verify maintenance and service data with the bike owner's manual. Further information Insurance costsCompare US insurance quotes from the nation's top providers.Parts finderCMSNL provides online schematics & OEM parts and ships to Australia, Austria, Bahamas, Belgium, Canada, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hong Kong, Hungary, Iceland, India, Ireland, Italy, Japan, Kuwait, Latvia, Lithuania, Luxembourg, Macedonia, Malta, Montenegro, The Netherlands, New Zealand, Norway, Poland, Portugal, South Africa, Spain, Sweden, Switzerland, Taiwan, Ukraine, United Kingdom, The United States and more. Also check out our overview of motorcycle webshops at Bikez.info.MaintenanceFind parts, fluids, filters, maintenance tools and service manuals at Amazon.com.Ask questionsJoin the 08 Kawasaki KLR 650 discussion group or the general Kawasaki discussion group.Related bikesList related bikes for comparison of specs. Compare with another motorcycle Pictures, trademarks and logos of third parties are the exclusive property of the respective owners. Technical specifications are subject to change without notice. Make Model Kawasaki KLR 650 Year 2006 - 07 Engine Four stroke, single cylinder, DOHC, 4 valve Capacity 651 cc / 39.7 cu-in Bore x Stroke 100 x 83 mm Cooling System Liquid cooled Compression Ratio 9.5:1 Induction Keihin CVK40 carburetor Ignition Digital TCBI Starting Electric Max Power 48 hp / 35.0 kW @ 6500 rpm Max Power Rear Tyre 41.7 hp @ 7100 rpm Max Torque 5.3 kgf-m / 38.3 lb-ft @ 5500 rpm Transmission 5 Speed Final Drive Chain Gear Ratio 1st 2.266 (34/15) 2nd 1.444 (26/18) 3rd 1.136 (25/22) 4th 0.954 (21/22) 5th 0.791 (19/24) Frame Single downtubes, fully cradle frame box section aluminium swingarm Front Suspension 38mm Air assisted Kayaba forks Front Wheel Travel 230 mm / 9.0 in Rear Suspension Single Kayaba shock Rear Wheel Travel 230 mm / 9.0 in Front Brakes Single 230mm disc Rear Brakes Single 204mm disc Front Tyre 90/90 -21 Rear Tyre 130/80-17 Rake 28° Trail 111 mm / 4.4 in Seat Height 889 mm / 35.0 in Dry Weight 153 kg / 337.3 lbs Wet Weight 189 kg / 416 lbs Fuel Capacity 23 Litres / 6.0 US gal Consumption Average 18.1 km/lit Braking 60 - 0 / 100 - 0 13.7 m / 40.0 m Standing ¼ Mile 14.2 sec / 139.9 km/h Top Speed 163.5 km/h The Kawasaki KLR650 has some of the most loyal fans in motorcycling and the reason is simple: this big-bore dual-purpose bike provides riders with amazing versatility to travel far beyond the city streets and highways of America. With its comfortable ergonomics, off-highway capability, large fuel tank and optional accessories, the KLR650 is the ultimate world traveler. Power for the KLR650 comes from a strong, dual overhead cam, four-valve, liquid-cooled, single cylinder, 651cc four-stroke engine. The engine provides a wide range of power equally suitable for negotiating low-speed trails and cruising at a more brisk highway pace. An engine crankshaft counterbalancer and electric starter provide additional rider comfort and convenience. The frame for the KLR650 is made of round-section high-tensile steel, and a detachable rear subframe simplifies maintenance by providing easier access to the airbox, carburetor and rear shock. Adjustable, long-travel suspension provides a plush ride on both pavement and off-road. A U.S. Forest Service-approved spark arrestor provides access to any road open to licensed vehicles, while a sturdy engine guard protects the engine from loose rocks and gravel. With an optional Kawasaki tank bag and soft luggage on the large standard rear rack, KLR650 owners can tote enough gear for an extended trip to any remote location. ReviewWhere would you like to go today? What can you say about a 651cc single cylinder 4-stroke dual sport machine first introduced over a decade ago, and basically unchanged since. You could choose to say that it's outdated, underpowered, low-tech and more. If you choose to think this way, however, you'd be missing what the KLR is all about. Read on, and we'll explain. The KLR is certainly a bit of an odd-ball. Most other single cylinder 4-stroke dual sport machines that survived into the 21st century are more focused on dirt use. In the early 90's the KLR was used, by many, as a serious dual sport mount. Today, as the anti for off-road capabilities has risen, the KLR finds itself as more of a do-it-all adventure bike - and arguably the most capable adventure bike around. Don't get us wrong, we love what the OEMs are pushing as adventure/go-anywhere bikes. Problem is, most of them won't easily go everywhere you wish once you get them off-road. The KLR, on the other hand, will go pretty much anywhere, and it will do so while providing a very comfortable ride - both on and off the pavement. The tall and softly suspended KLR is built around a 651cc, 5-speed, liquid-cooled, electric start, DOHC 4 valve engine. It runs smooth, has useable torque, and is just perfect for all day rides. The engine is bolted to a simi-double cradle steel frame which sits high off the ground, once the 17" rear and 21" front wheels and tall suspension are added. Bolted to the chassis is a standard rear rack, a frame mounted and very effective small fairing with windscreen, and a large 6.1 gallon fuel tank that's rather slim in back. Together the tank and mildly tuned engine provide a no-worries range of over 230 miles, while the windscreen takes much of the wind blast off the rider making for carefree riding. The standard hand-guards simply add to the bikes comfort no matter what the conditions. The long, and yes brown seat, is pillow soft yet quite good for all day rides. The seat positioning is very neutral so it's easy to reposition yourself without sliding around. The seat was equally good for street duty and off-road exploring. At a claimed 337 pounds (dry) , the KLR isn't a fly weight, but it's not particularly heavy either. In street use it feels light weight as the wide off-road bars provide gobs of leverage for quick and light steering. Off-road, the bars that feel a bit too wide on the pavement work well to keep the bike manageable. The KLRs stock tires, the type we usually yank before we get the bike back to the shop, surprised us. We chose to run the bike completely stock including the tires. We knew this would be the best bet with hundreds of hard-charging pavement miles to come on Hwy 1s endless twisties. We ran about 28 pounds of air in back and 22 pounds up front for street use, and the tires worked well indeed. Once we hit dirt, we ran about 20/15 with far better results than we anticipated. There's very little not to like about the KLR, but there are some weak points. Most of all the suspension is way too soft, not in how it works, but in it's lack of progressive damping. As the going gets tougher, the suspension doesn't change. In fact, the long travel forks dive what feels like two feet every time you seriously use the front brake. It can be so bad that you loose the use of the headlight, as we did, braking for a coyote in the road. We love the plush ride, just give us something more as the suspension goes through it's stroke. The other weak point is the brakes, particularly the front. More stopping power is definitely needed, but only after taking care of the suspension problems mentioned above. And speaking of power, we'll take more of it if from the mildly tuned engine. What's most remarkable about the KLR, other than how long it's been offered to the public, is how much fun it is ride. You sit up high with excellent road visibility; the thing is whisper quiet so it never gets on your nerves and it's just so damned comfortable - whether on your way to the store or to Northern California as in our case. (just make sure to adjust the bars back further than stock) What other bike can you ride 1,750 miles through the night on the highway, follow it up with two days exploring off-road, and then do the pavement thing all over again? The best way to describe the KLR, other than fun to ride, is to say that it ads up to far more than the sum of its parts. As a package, it's hard to beat for what it can do and how comfortably it does it. And at a price of only \$4,999, it can provide this fun to a lot of riders for not much green. Source Motorsports-network.com

Klx 650 c. 2016 kawasaki klr 650 specs. 2008 kawasaki klr 650 weight. 2009 klr 650 specs. 1992 kawasaki klr 650 specs. Klr 650 b. 2008 klr 650 specs.