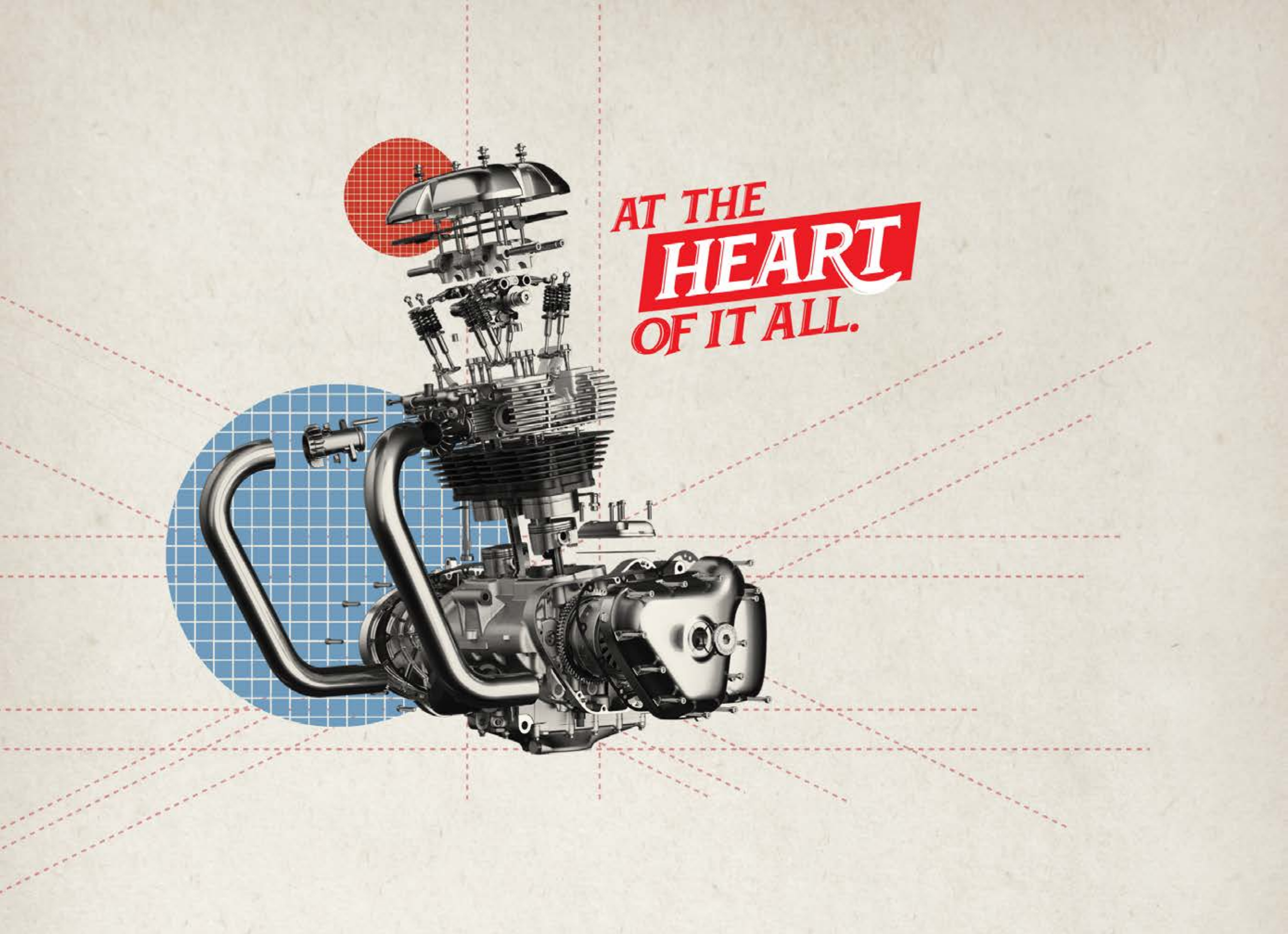
A TON OF
FUN
CONTINENTAL
GT
650
TWIN
ROYAL
ENFIELD

A MODERN INTERPRETATION OF A CULTURAL ICON, PART OF THE ORIGINAL BRITISH CAFE RACING SCENE, AN EXPRESSION OF FREE SPIRIT AND A DECLARATION OF STYLE



Drawing inspiration from the cafe racers and cafe culture of 1950s and 60s, the new Continental GT 650 Twin recaptures the spirit of the original Continental GT 250 and is the next evolution of our GT line. A design icon in its own right, the perfect blend of tradition & modernity, the GT 650 Twin retains the classic horizontal split running through the motorcycle, separating the pure, mechanical details from the elegant forms of the fuel tank & seat that gives the impression that, even while standing still it's 'doing the ton'.

The sculpted tank, eager attitude, weight-forward stance, rearset footrests and clip-on bars, all hallmarks of a traditional cafe racer, allow the rider to tuck-in in a classic sporty riding position perfect for carving up the back roads or a ton of fun in the city.

CHASSIS

The GT 650 Twin featuring a twin cradle, tubular steel frame, designed from scratch in conjunction with the legendary Harris Performance team, offers the perfect combination of authentic styling and precise performance. The frame, tested for thousands of hours and miles over a wide variety of road conditions for durability, balance and handling, delivers dynamic and responsive performance. While a 1398 mm wheelbase, 793 mm seat-height makes for accessible, confidence-inspiring riding position, the GT 650 is smartly designed to have a 174 mm ground clearance and an excellent lean angle helping sharp steering response.

With a 24-degree rake angle and105mm of trail, the GT 650 Twin feels nimble in the city and agile scratching those back-lanes.

Steel tubular, double cradle frame, 2122mm X 1024 mm X 744 mm
Fuel Capacity: 12.5 Ltr Kerb Weight: 198 kg (no fuel)
Ground Clearance: 174 mm

SUSPENSION

The suspension, developed & tested in tandem with the chassis, is aided in the front by 41mm forks with 110mm of travel and twin rear units, chosen for the authentic twin-shock look, gas charged with piggy-back reservoirs. It also has a 5-stage pre-load adjustment, to allow for bespoke settings imparting the ride with effective damping in all situations for an optimum blend of comfort, feel and precision.

Front Suspension: 41 mm front fork, 110 mm travel
Rear Suspension: Twin coil-over shocks, 88 mm travel

ENGINE

An air/oil-cooled parallel twin engine configuration was selected for is authentic uncluttered lines faithful to our true heritage design. The simple, easy-to-maintain, all new 648 cc engine is built for real world riding, with sufficient power to make light work of city traffic or cruise effortlessly on the open road. While offering a very usable 47 horsepower at 7250 RPM and maximum of 52 Nm torque at 5250 RPM, the secret of the new 650 Twin lies in the way the power is delivered. Seamless throughout the rev range, 80% of the maximum pulling power (torque) is available as low as 2500 RPM, so that the engine delivers smooth and rapid progress without the need for constant gear changes.

A single-piece forged counterbalanced crankshaft with a 270 degree firing order ensures a quintessential twin-cylinder, a deep burbling exhaust note and minimal vibrations. The use of 4-valves per cylinder increases the engine efficiency resulting in better fuel economy & performance.
An under-stressed 9.5:1 compression ratio means less sensitivity to variances in fuel quality, while a twin throttle-body paired to a highly precise Bosch fuel injection & engine management, system gives instantaneous, predictable and smooth throttle response throughout the rev range. While the gorgeously sculpted lines of the gleaming, hand-polished aluminum engine covers hark back to a golden era of motorcycling, what makes heads turn is the sound of the engine, either at idle or at full chat, metering a steady beat, a wonderful over-run burble or a distinctive power-on rumble.

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4 stroke, single overhead cam, air-oil cooled, 648 cc parallel twin, 47Bhp@7250rpm
52Nm@ 5250rpm, 6 speed, fuel injection, digital spark ignition – TCI

GEAR BOX

For the first time Royal Enfield uses a six-speed gearbox, specially developed for the 650 Twin, thoroughly tested on proving grounds, race tracks and public roads, with carefully selected gear ratios chosen to deliver the best blend for all riding conditions. The result is evident in the optimum shift feel, reliability of engagement, quiet notch-free selection and perfect ratio spacing.
The gearbox is augmented by a slipper clutch which has an assist feature for light lever feel.

TYRES AND BRAKES

The choice of tyres also reflects the common theme running across the development process of the GT 650 Twin. For the authentic classic look the GT 650 comes with 18" front and rear wheels, both with 36 spoke aluminum alloy rims. Classic aesthetics backed by modern engineering choices meant the structure and the compound of these Pirelli Phantom Sportcomp tyres (100/90 at the front and 130/70 for the rear) were specially developed for Royal Enfield to complement the chassis and suspension in all riding conditions.

With the same consistent thought, twin piston ByBre (By Brembo) callipers have been used (with 320mm floating front disc) along with a 240mm disc and Bosch dual-channel ABS to provide strong, predictable stopping power.

Front Tyre: 100/90-18 Rear Tyre: 130/70-18 Front Brake: 320 mm disc, ABS
Rear Brake: 240 mm disc, ABS

ERGONOMICS

The new GT650 may echo its predecessor's style, but it is a whole new motorcycle. Its ergonomics offer an easy reach to the mid-level clip-on bars, for an optimum blend of steering feel and comfort. The rear-set footrests improve cornering clearance, canting the rider forward, shifting the weight towards the front of the motorcycle. The rider is placed just right to have an 'at-one' feeling with the GT, whether commuting, running errands, or scratching down their favourite local road.

GEAR UP. LOOK GOOD.
GET READY TO
ROCK-N-ROLL.
ROYAL ENFIELD