

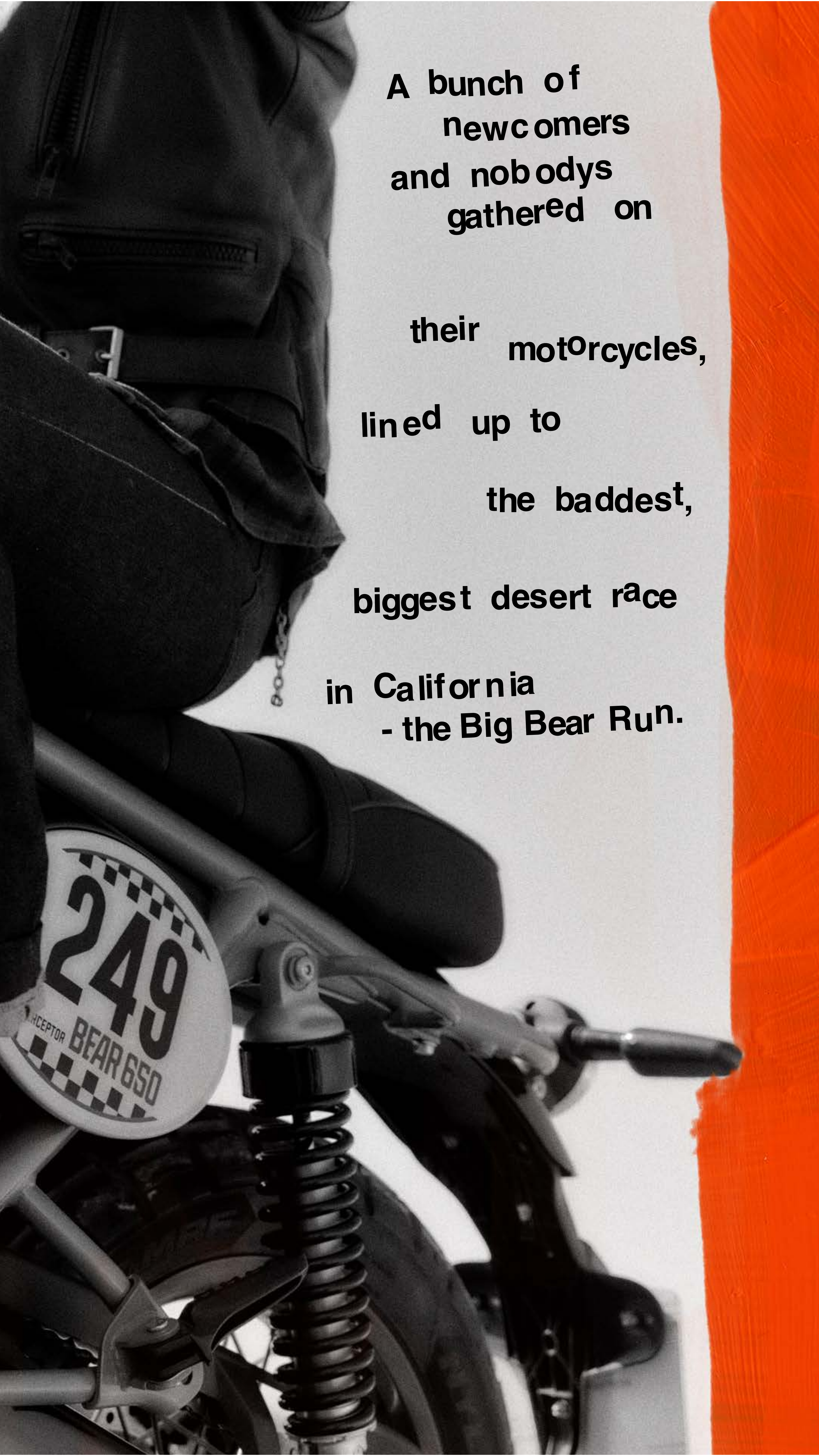






The year was 1960





**A bunch of  
newcomers  
and nobodys  
gathered on  
  
their motorcycles,  
lined up to  
  
the baddest,  
  
biggest desert race  
in California  
- the Big Bear Run.**





**With  
no rules,  
roads  
or tech,**



**the only spectators**

**were the cacti  
and their coyotes.**







But each rider had one piece of essential kit,





**their  
GUT**







On that day, amongst the 100s  
of sideburned hopefuls, the first across  
the line, was a rookie 16-year-old.

A soon-to-be somebody,  
by the name of  
Eddie Mulder.

And the motorcycle  
that carried him across  
the line that day?

A Royal Enfield.



**Eddie's unexpected victory proved  
that the greatest technological  
innovation in motorcycling  
wasn't a piece of tech.**

**It was the ability to build  
a motorcycle geared  
not for power but  
for gut feel.**





**It's still the fundamental component  
in any motorcycle worth riding  
- and it is built into the bones  
of The Bear 650,  
embodying our rallying cry:  
In Gut We Trust.**







**A road scrambler  
with sixties soul,  
fuelled by gut feel  
and powered by**

**Royal Enfield's  
celebrated 650cc  
parallel twin.**





**Inspired by a legendary race  
in the Californian desert,  
every nut, bolt and stitch on the Bear  
is a tribute to its badass,  
bad-roader heritage.**





**chunky**

**dual-purpose**

**tyres**



Chunky dual purpose tyres are a key scrambler feature. They provide more grip on loose surfaces without losing confidence on tarmac. The open square tread blocks give a retro flavour.



**and upside  
down forks**



This canyon carver features upside-down forks on the front suspension promising complete confidence and control on open roads, graded trails and broken tarmac.



**paired with**  
**the full-map**  
**Tripper Dash™**

Tripper Dash - because the gut doesn't know everything!  
Access your music, messages, maps, and more without taking your phone out with the Bear 650's Tripper Dash powered by Google Maps.



ENGINE & TRANSMISSION	
Engine Type	Inline twin cylinder, 4 stroke, SOHC
Displacement	648cc
Compression ratio	9.5:1
Max power	47.4 PS (34.9 kW) @ 7150 rpm
Max torque	56.5 Nm @ 5150 rpm
Idle RPM	1200 ± 100 rpm
Ignition	Digital spark ignition
Lubrication	Forced lubrication, Wet sump with pump driven oil delivery
Engine Oil	10W-50 to API SL (or higher) JASO MA2, (Fully synthetic)
Clutch	Wet multi plate
Gear box	6 Speed constant mesh
CHASSIS & SUSPENSION	
Frame	Steel tubular, double cradle frame
Front Suspension	Upside down telescopic fork 43mm
Front wheel travel	130mm
Rear Suspension	Twin shock
Rear wheel travel	115mm
DIMENSIONS & WEIGHTS	
Wheel Base	1460
Ground Clearance	184
Length	2216mm
Width	855
Height	1160
Kerb Weight (90% Fuel and oil)	214 kg
Gross vehicle weight	400 kg
Fuel tank capacity	13.7 L



BRAKES & TYRES		
Brake System	Dual Channel ABS, Switchable	
Front	320 mm disc, ABS	
Rear	270 mm disc, ABS	
Front Tyre (Spoked Wheel)	100/90-19 M/C 57H MRF NYLOREX-F	
Rear Front Tyre (Spoked Wheel)	140/80R17 M/C 69H MRF NYLOREX-X	
TYRE PRESSURE		
	SOLO	WITH PILLION
Front	32 psi	32 psi
Rear	36 psi	42 psi
ELECTRICALS		
System	12V - DC	
Battery	12V - 12 Ah VRLA	
Head Lamp	LEAD Headlamp	
Tail lamp & BRAKE LAMP	LED	
License plate illuminator	LED	
Turn Signals	LED - Front & Rear	
Instrument Cluster	Tripper Dash - 4 Inch round TFT Display with phone connectivity, Full Map Navigation (Powered by Google Maps), Media Controls	
Charger port	USB 2.0 Type C 5 V 2 A output	
ENGINE OIL		
Engine Oil	10W-50 to API AL (or higher) JASO MA2, (Fully synthetic)	
Ground Clearance	1st Dry fill - 3.9 L Refill - 3.1 L	



ROYAL ENFIELD



BEAR650

IN  
GUT WE  
TRUST

