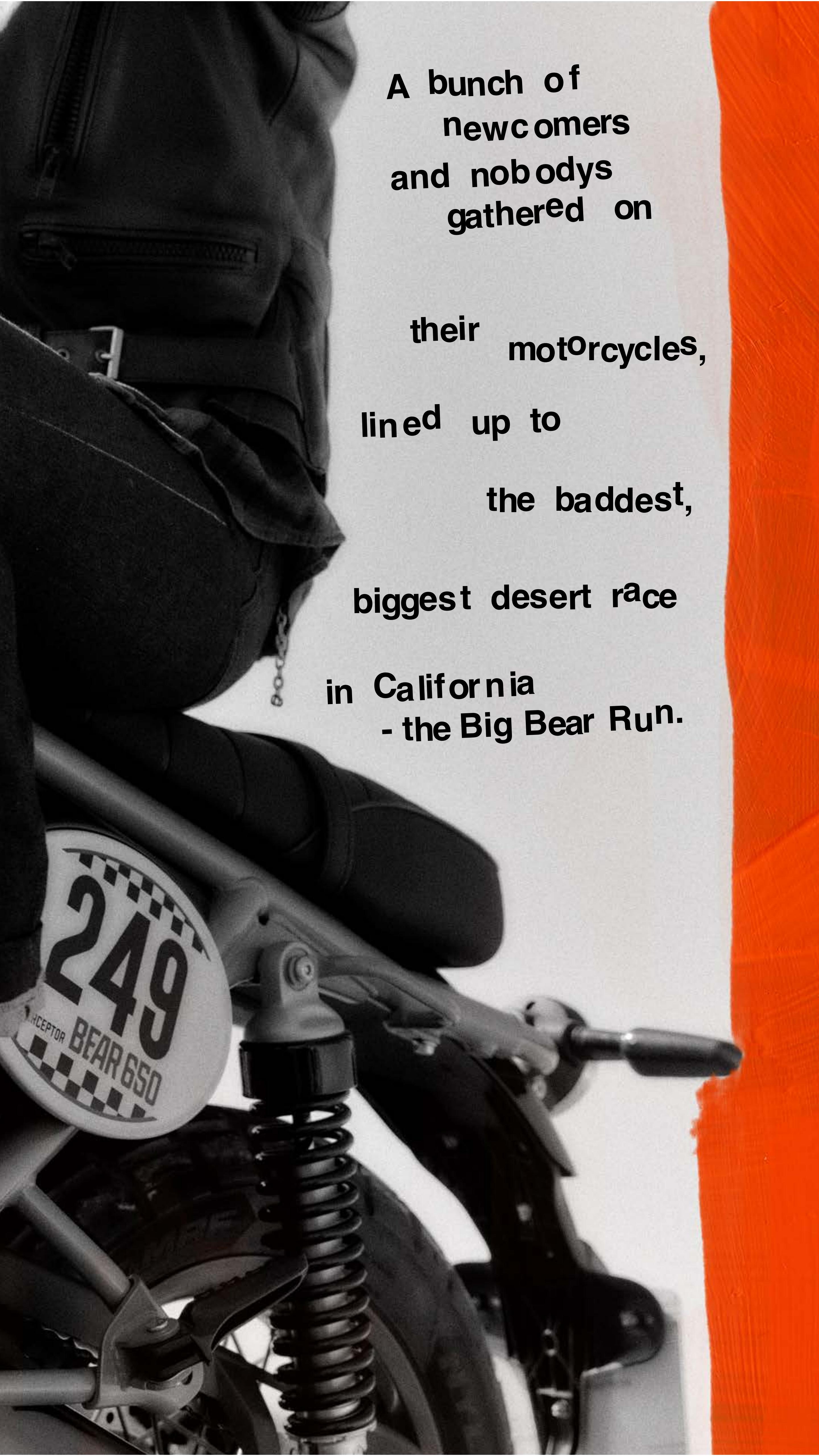




The year was 1960



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.



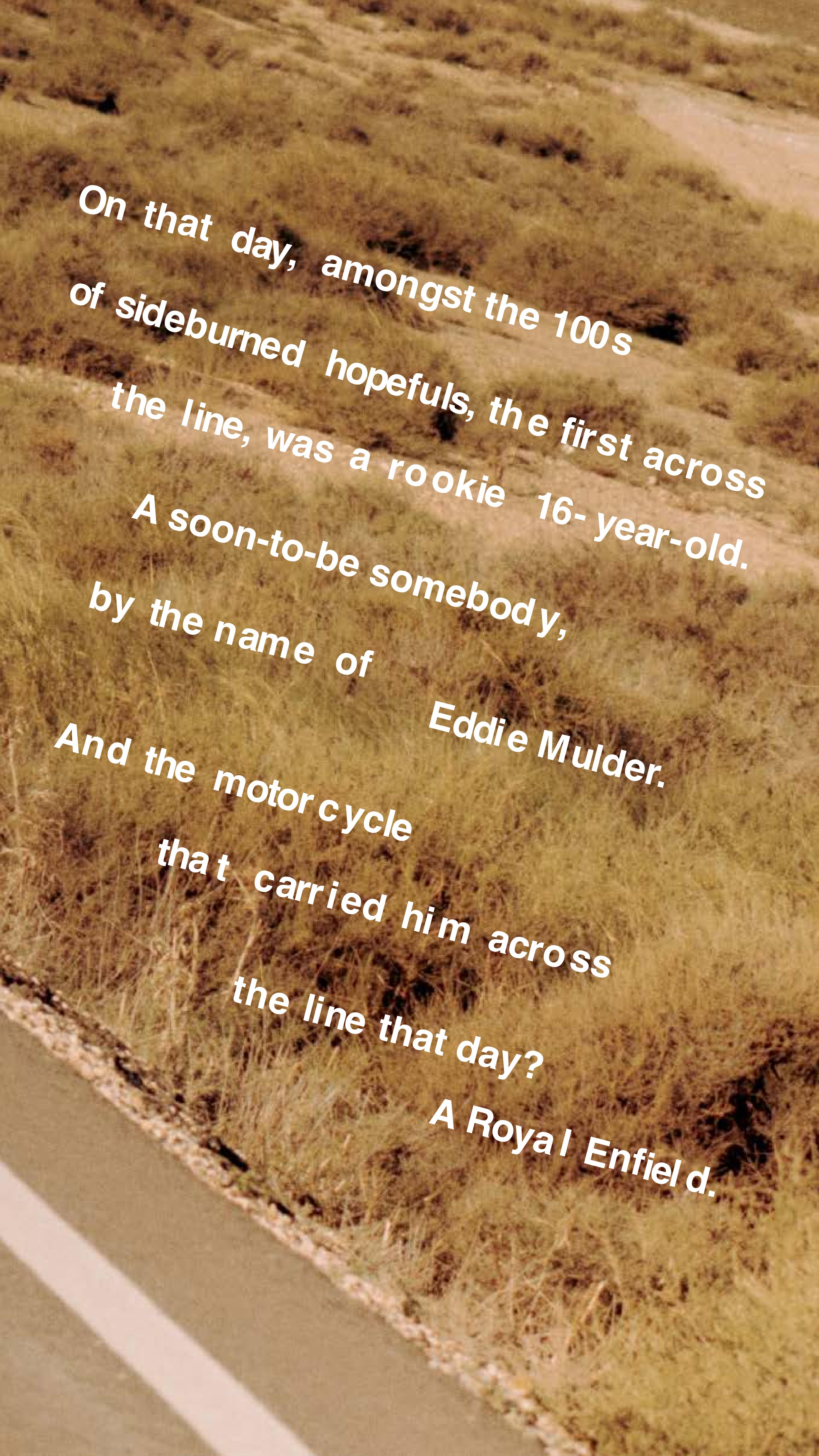


But each rider had one piece of essential kit,



their  
**GUT**



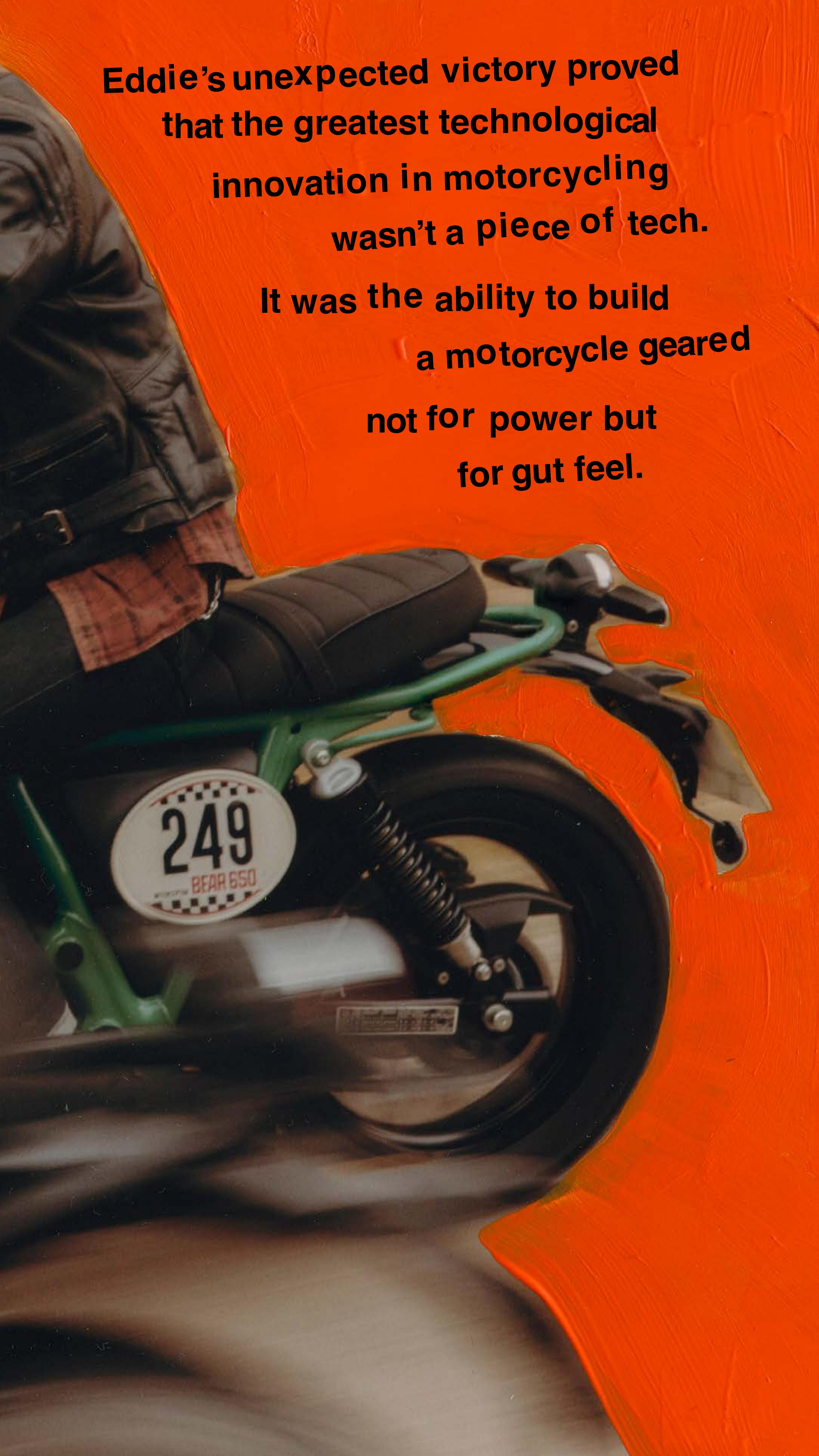


On that day, amongst the 100s  
of sideburned hopefuls, the first across  
the line, was a rookie 16-year-old.  
A soon-to-be somebody,  
by the name of

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.**

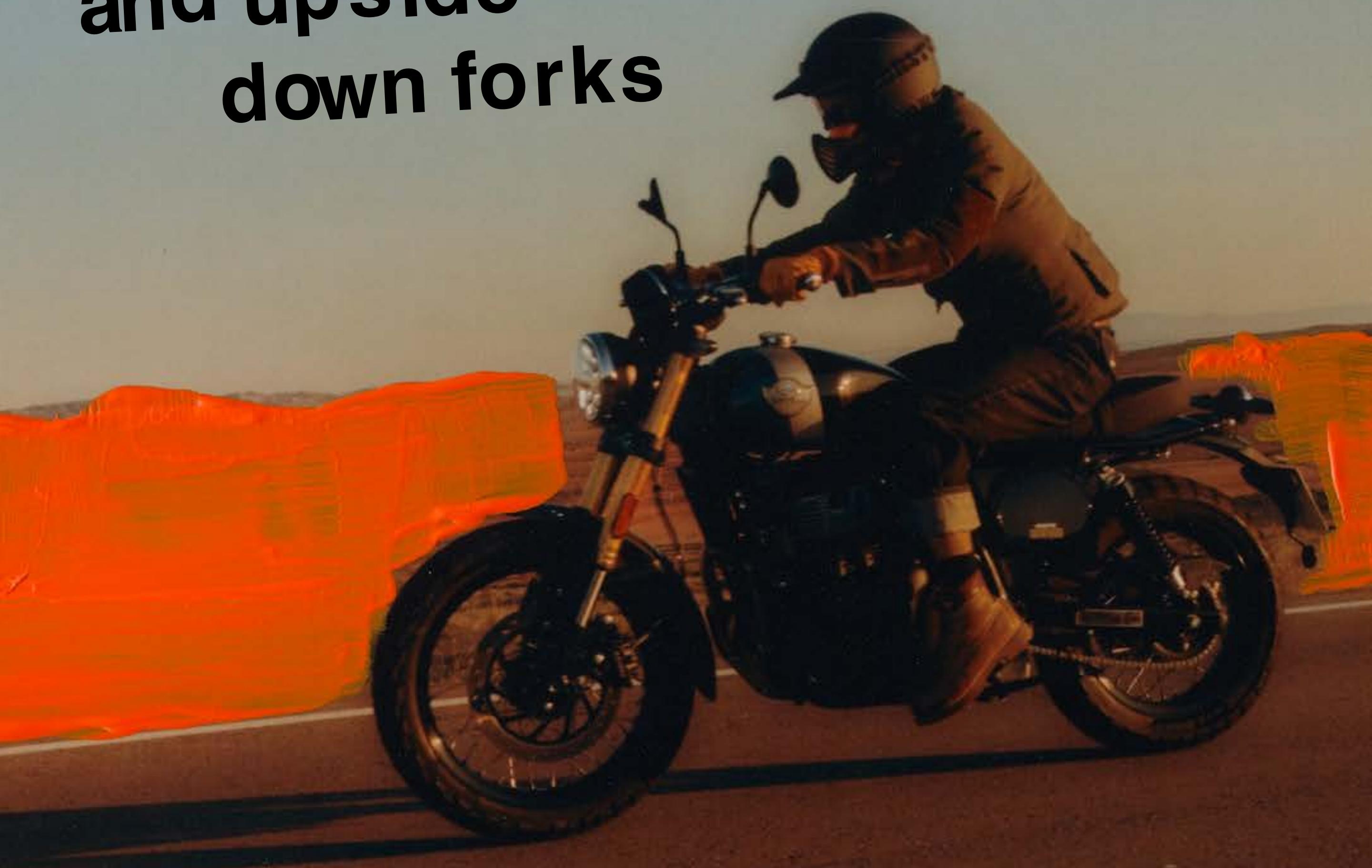


# chunky dual-purpose tyres



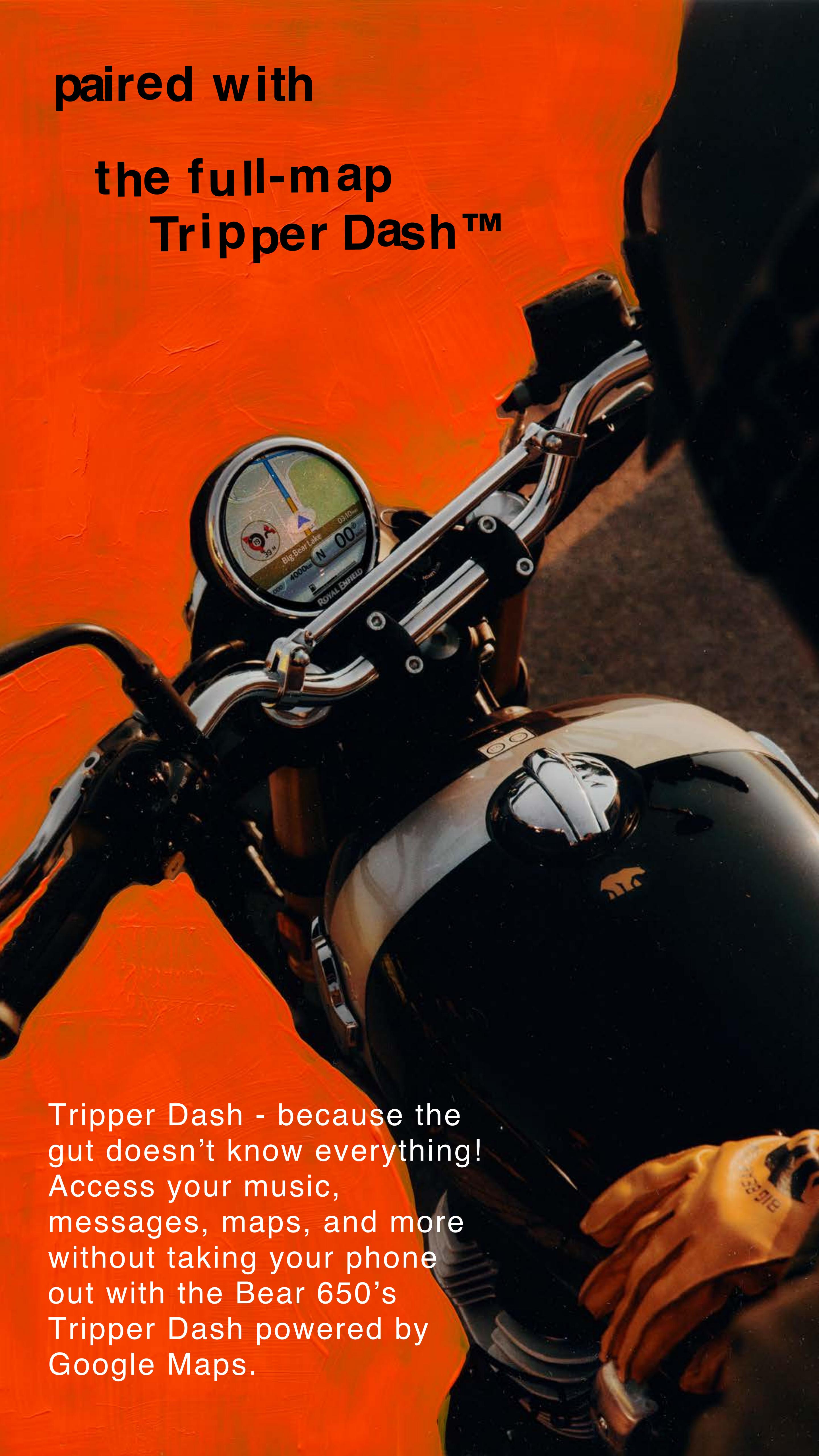
Chunky dual purpose tyres are a key scrambler feature. They provide more grip on loose surfaces without losing confidence on tarmac. The open square tread blocks give a retro flavour.

**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	<b>Inline twin cylinder, 4 stroke, SOHC</b>
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 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

GUT IN  
WE  
TRUST

