



NX650 Dominator

Introduction

With dynamic looks that closely tie it to the desert racers that have captivated the imagination of European dual-sport riders for over a generation, Honda's trail-blazing Dominator is still just as modern and alluring as when it first rocked an unsuspecting world over ten years ago. With its beautifully integrated cowlings and fuel tank setting styling and riding trends that others have only followed, the Dominator's big 650cc RFVC single-cylinder engine delivers a mighty rush of power to rumble down the highways or traverse gravel-strewn trails with equally assured ease.

The benchmark in the single cylinder trail class since its introduction, the Dominator 650 generates respect. Its overall balance, its extreme versatility associated with the trail concept followed by Honda and the very definite character of its RFVC (Radial Four Valve Combustion Chamber) head engine explain this excitement and the sales success which it has enjoyed for several years. Perfectly

suited for town use but also able to look forward to the most adventurous tours, the Dominator has also earned itself a reputation for reliability and efficiency in the course of several African rallies. He who is capable of great things is also capable of the smallest ... It is suited to all those wanting strong character without being too way-out.

Introduced in 88 - Manufactured in Italy - ON-OFF





NX650 Dominator

Colouring Concept

For the year 2000, the Dominator returns in two boldly aggressive colour variations—solid red and solid black— that both carry over from the previous year to accentuate its striking form while projecting an imposing image of rugged individuality.

Colours

- Magna Red
- Black





NX650 Dominator

Close-up

Features

- The Dominator is the very model of a multi-purpose trail bike.
- The Dominator is suitable for town, is happy on long road trips and behaves extremely well off-road.
- The engine has a very definite character which is pleasant to experience. There is generous torque from the big single cylinder, acceleration is strong and response immediate.
- The steel frame combines lightness with efficiency.
- The suspension (Pro-Link at the rear and 41mm hydraulic forks at the front) provide the Dominator with real ability for getting over obstacles and comfort matching that of the best GT machines.
- The 256mm front brake disc stops the 167kg powerfully but smoothly.
- The rear disc enables the back end of the bike to be played with easily off-road and to stabilise it naturally when braking.
- The twin exhaust tail pipes are stainless steel.
- The front brake lever is adjustable for span, giving improved rider comfort.
- The aluminium alloy rims can be fitted equally with road tread pattern tyres as well as trail or all terrain.
- The fuel filler cap is lockable.
- Reasonable weight, fabulous turning circle, large travel suspension: the Dominator is as much at ease in town as on the trail.
- An aluminium engine guard protects the crankcase from the worst impacts.
- The luggage holder has room for a 'U'-lock and the passenger grab-handles include tie-down hooks for bungee straps.
- The Dominator has an electric starter.
- The knuckle guards are very effective in winter or when it is raining.
- The Dominator has a two year warranty and benefits from the quality of the Honda service network.



NX650 Dominator

Colour Overview

1993



NX650 - 20004 - E



NX650 Dominator

Colour Overview

1994



NX650 - 20005 - E



NX650 Dominator

Colour Overview

1995



NX650 - 20006 - E



NX650 Dominator

Colour Overview

1996



NX650 - 20007 - E



NX650 Dominator

Colour Overview

1997



NX650 - 2008 - E



NX650 Dominator

Colour Overview

1998



NX650 - 20009 - E



NX650 Dominator

Colour Overview

1999



NX650 - 200010 - E



NX650 Dominator

Specifications

Specifications

NX650 Dominator (ED-type)

Engine	Air-cooled 4-stroke RFVC SOHC single
Bore × Stroke	100 × 82mm
Displacement	644cm ³
Compression Ratio	8.3 : 1
Carburettor	40mm VE-type
Max. Power Output	43.5PS/6,000rpm (DIN) (31.8kW/6,000min ⁻¹)
Max. Torque	5.7kg-m/5,000rpm (DIN) (56Nm/5,000min ⁻¹)
Ignition	Capacitor Discharge (CDI)
Starter	Electric
Transmission	5-speed
Final Drive	'O'-ring sealed chain
Dimensions	(L×W×H) 2,195 × 875 × 1,242mm
Wheelbase	1,440mm
Seat Height	880mm
Ground Clearance	250mm
Fuel Capacity	16 litres
Wheels	Front/Rear Aluminium rim/Tangentially Located (TL) spoke
Tyres	Front 90/90-21 54S Rear 120/90-17 64S
Suspension	Front 41mm leading-axle fork, 220mm axle travel Rear Pro-Link, 195mm axle travel
Brakes	Front 256mm hydraulic disc with dual-piston calliper Rear 220mm hydraulic disc with single-piston calliper
Dry Weight	167kg

All specifications are provisional and subject to change without notice.