

## CYCLE TORQUE TEST – CFMOTO 650TK



# BUDGET TOURING KING



**BIG ON STYLE.  
SMALL ON PRICE.  
WELCOME TO THE  
CFMOTO 650TK**

IN TEST BY 'LONGIE' PHOTOS BY CFMOTO

**EVEN** though the CFMoto 650TK is a learner legal motorcycle it looks almost too big to be a LAMS machine. At first glance it reminded me a lot of Honda's ST1300 in appearance.

My initial impression was the overall look was very impressive and the bike would blend into the pack if parked amongst other larger capacity touring bikes. It has high 'bars and screen with a clear view of the instrument panel. There are two small glove boxes situated on either of the fairing, one of which is lockable. The bike is also fitted with colour matched panniers which both integrate well with the style of the bike and have plenty of room. I could easily fit a helmet inside them. So, even though it's a budget machine it has the equipment many touring riders look for. Sure, it doesn't have the electronic gadgetry we may be used to these days but for a high

number of touring riders out there I think it would do quite well.

Getting on the TK the first thing I noticed was the bike felt lighter than it appeared and found it quite easy to manoeuvre around, but before I rode the bike I could see the riding position was designed around covering some decent miles. While I had no issues with room, I feel taller riders might touch their knees against the fairing. I found you also had to look down to see the mirrors, however on the road I found that while this was still the case, I soon got used to them and noted that they gave you a very good overall view of both beside and behind the rider.

### On the Road

The light weight I felt pushing the bike around the shed transferred to the road, with the bike feeling much lighter than the 220kg weight would suggest, and it felt well balanced, nimble and responsive around town. The front suspension felt a little bouncy around town but once I got onto the outer roads it seemed to settle down and never had any further issues with it.

During the two weeks I had the bike, I took it on a variety of roads and surface conditions including dirt. I found the suspension was very good, soaking up even the worst bumps on some of our very ordinary roads and the front suspension which I had at first thought felt bouncy

actually came into its own on this type of road, handling the bad surfaces better than most bikes I've ridden. The bike's engine power was very good for a LAMS bike but the engine didn't like to be taken below 3000rpm. For acceleration 400 rpm onwards was best and despite having a 10,000 rev limit at no stage did I feel the need to take the bike past 6000 revs.

At highway cruising speeds I noted the bike's engine was surprisingly low revving and seemed to be hardly working at all, so that sort of gearing straight up tells you it is a true touring bike not something cobbled up with a fairing to make it look like one. The bike's exhaust note was extremely quiet and whilst I don't like excessively loud exhausts I thought in this case it could actually be a little louder. On a ride with friends some of my fellow riders made comments about the bike's good looks and couldn't believe how cheap the bike's price tag was, saying it sounded like a bargain for what you were getting.

Fuel wise I found the bike very frugal with the worst consumption figure coming in at 4.1lt/100km whilst the best was 4.5lt/100km. This would potentially give the bike a range of 386km which I found impressive. I put this down to the low revving nature of the bike's engine. Of course if you ride it hard the fuel figures wouldn't be so wallet friendly.

Fit and equipment was good but I did



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