

# REVIEW - KAWASAKI ZX10R



## REVIEW BY HEIN JONKER

First we'd like to thank Sheldon at Kawasaki Corner in Pinetown for going out of his way in arranging this bike for the review.

The idea for the review is to inform the potential buyer of general issues and experiences relating to the bike and we'd like to share our views with you by keeping it simple ...

**FIRST IMPRESSION:** The first thing that caught my eye was the colour. It's something you haven't seen on too many bikes out there. It is also not a gloss but rather a matt finish making it feel and not just look very sexy. Looking from the front, what Kawasaki has done with the headlights is also very appealing and the same goes for the rear

especially with that wide "cobra" like tail end. The integration of the front indicator lights into the fairing is a nice finishing touch as will be the rear indicator lights with the new 2006 model.

**CONTROLS AND GADGETS:** The controls are all in the right places as you would find on any Japanese bike. The display is compact and yet very practical, just watch the Fuel indicator LED when flashing because that's the only warning you'll get when approaching an empty tank.

**PERFORMANCE:** Well, well ... up to about 140km/h all is calm and getting there happens within a few seconds but accelerating from there is smooth and like opening a hornets nest at the same time. This bike is not for the faint hearted, make sure you have the bike pointed in straight line when letting it loose from 200km/h plus ... it becomes a projectile at the blink of an eye. As far as road holding is concerned, it's only a pleasure. This ZX10R weighs in at only 170kg making it possible for you to "point and shoot" very easily. This is the kind of bike I'll hurt myself on because it wants you to do things you'd normally not attempt like putting it down in a bend, bringing it back up again in a snap and cruising on the back wheel. The ZX10R is equipped with a state of the art Tokico breaking system which provides you with a smooth, no biting, stopping sensation, nothing more and nothing less.

**COMFORT:** As with any Super Bike, Sports Bike or Performance Bike, call it what you want, the seating position is down-forward. This is not a position you'd want to find yourself in for a long period of time in and around town or in slow traffic, no, this is a bike for the open road and twisties. Wind protection is the same as with any bike in its class ... enough depending on how you look at it. The seat height is slightly higher than some, making the centre of gravity nice and high. As for a pillion, well tell her to buy her own, this bike is to be enjoyed by only one, no need for a sail on the tail.

**RUNNING COST:** With a fuel capacity of 17 litres you should get about 7 litres/100km averaging at 160km/h which will take you in the region of 240km into the sunset. A typical tyre change will set you back, rear @ R1000 and front @ R800. The first service is at 1000km and thereafter at 5000km intervals costing you in the region of R600 a shot.

**OVERALL RATING:** It's a very neat piece of machinery, well thought through for the type of ride it is ... light, powerful and very satisfying. With a 2 year unlimited mileage, factory warranty you'll be riding with a smile on your dial.

**PRICE:** R108995.00 Including 14% VAT



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