

# REVIEW - YAMAHA R6



## REVIEW BY HEIN JONKER

To Andrew at RBS Yamaha, thank you so much for allowing me to test ride this beauty, although just for an afternoon, it was worth the while by far.

## FIRST IMPRESSION:

Super Sport just gave birth to a whole new baby with the introduction of the all new R6. With various colour options to choose from this black model took my breath away. You'd think it's a custom job but it's not, this is stock standard my friend and it stuns, made me feel like "Ghost Rider" at one stage.

## CONTROLS AND GADGETS:

Instrumentation includes programmable shift light, digital speedometer, analogue tachometer, dual trip meters with km's-on-reserve function, odometer,

water temperature gauge and lights for neutral, high beam, low fuel and turn signals. Everything else is where you'd expect them to be as on any Jap bike.

## PERFORMANCE:

Gone are the days of waiting for 600's to break the 100hp mark and at 14500rpm the new R6 pushes out a 133hp, about the equivalent of any stock 750 out there. This 599cc DOHC 16-valve, with titanium valves, engine transfers power to the rear wheel through a six-speed transmission aided by a slipper clutch. The 41mm inverted fork is adjustable for preload, both high and low speed compression damping and rebound damping, while the rear shock also features preload, high and low speed compression adjustment and rebound adjustment. At a claimed dry weight of 162kgs, Yamaha brings the R6 to a halt with two 310mm floating discs up front and a single 220mm disc brake out back. Although the feel provided by the new-for-2006, drive-by-wire throttle is a bit odd at first, I was able to adapt rather quickly. The acceleration produced by the new R6 is impressive, a wide spread of serious thrust.

## COMFORT:

When you first sit on the new R6, you notice a fairly radical "rider triangle". The ergonomics are clearly those of a sport bike/racer. Wind protection is clearly designed to be available primarily while the rider assumes a race tuck. The new R6 handles superbly with Yamaha's great efforts to centralize mass coupled with the new suspension and all-new frame allowing the R6 to turn in more quickly, steer more precisely, and remain more stable than its predecessor, a brilliant combination.

## RUNNING COST:

A basic service will cost you in the region of R500.00 with services done at 6000km intervals. A 2 year warranty comes standard.

## OVERALL RATING:

The new R6 is a large leap forward, however, with more power, more precise handling, and more stability. The addition of a slipper clutch and the drive-by-wire throttle are a step forward technologically.

## PRICE:

R82956.00 Including 14% VAT



Tel: 031 701 1311, Fax: 031 701 8413  
69 St Johns Avenue, Pinetown  
email: [rbsy@iafrica.com](mailto:rbsy@iafrica.com)