

REVIEW - KAWASAKI ZX10R



REVIEW BY HEIN JONKER

To Sheldon at Kawasaki Corner, again, thank you very much for allowing us to test ride this "Green Mamba" on such short notice. We'll be comparing issues addressed in the review of the 2005 model and highlighting the changes in the all new 2006 model.

Kawasaki eliminated what many, myself included, felt was a beautifully designed front end and replaced it with a fairing that incorporates two small teardrop shaped headlights, and a much larger ram air intake. Compare the front ends of the bikes side by side and you'll see just how radically changed the new 10R's bodywork is. Either you love this or

hate this. It comes in three colours, this Green, Orange, Titanium and Black.

Kawasaki has totally redesigned the 10R. Gone is the relaxed seating position of the 2005 model which has been replaced by a more cramped, trackfocused ride. This should have little effect on an average guy, but as a taller rider this really bummed me out. The pegs have been raised and the seat lowered. Kawasaki are no longer content with manufacturing streetable trackbikes, or trackable streebikes. According to Kawasaki the all new 2006 ZX-10R is a sharply focused track tool. This is what it's come to. They reworked a ridiculously fast bike and made it even faster. It's easier to ride. It isn't intimidating in the least. The power on tap is incredible and it's handling is much better than the previous bike.

The dual undertail exhaust was partially for styling purposes, and that they felt it looked more aggressive than a single undertail unit. Additionally it was stated that the undertail solved the problem of locating the new dual Euro-III emissions compliant catalytic converters, which now reside in the header. In addition to the power and volume gains, the dual exhaust helps integrate the new rounded aerodynamic tail section. They redesigned the tail section, supported by an all new cast subframe and is designed to make the 10R undraftable by eliminating the air pocket behind the bike.

I felt the new bike was considerably better handling-wise than the older model. I also felt that the older model's weight distribution and chassis made for unstable transitions in corners which was correctly addressed in the the major changes with this model.

Kawasaki have completely redesigned the transmission to address the shifting issues people complained about with the older bike. They also claim to have reworked the slipper clutch in this unit, something I could confirm, worked wonderfully. I'll leave the final decision up to you, you have to decide if you like the looks of this bike. I can't decide that for you. I can only tell you how it rides. The bike is a 10 for performance. The rest is up to you.

The big question is, should you keep your old 10R or should you trade up? If you're a taller rider like myself, trading might not make sense if you plan on using the bike as a commuter or a street bike. Dropping the pegs an inch will work wonders for a tall guy's knees. In the performance category, without a doubt, the '06 beats the older models. If you're racing, you'll need to upgrade, or prepare to be passed.

PRICE:

R99995.00 Including 14% VAT



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