

# REVIEW: HONDA CBR600RR

## REVIEW BY HEIN JONKER

No, Honda hasn't teamed up with the cops and no I wasn't caught speeding, maybe illegally parked in the road to take this pic, so what, you'll get into trouble with the locals on this bike anyway.

Honda just upped the CBR's combination of refinement, strong midrange and street smart without holding back racetrack handling. They knocked off almost 9kg causing a redesign from scratch.

Footpegs were dropped a little, handlebards were raised a tad which really made my ride a little easier than some of the other 600's out there. This is the type of bike I'd like to keep just to play on the track with and well, up and down the M? too if you know what I mean.

"Ultimate Fun on Winding Roads" and "True to Function" played major roles in the complete redesign of the CBR600.



## FEATURES AND CHANGES

The Mini-Blade is powered by a 599cc, liquid-cooled, DOHC, 16V, dual stage fuel injection, inline 4-cylinder engine pushing out 88kW @ 13500rpm and 66Nm @ 11250rpm and weighing in at only 155kg.

New on this 600 is the slimmer seat, more compact tail cowl and lighter-weight "Centre-Up" exhaust, significantly lighter and slimmer fine die-cast aluminium frame, longer hybrid aluminium swingarm, new low-lash transmission, smaller and lighter engine, lighter-weight fairing and the ram air duct built into the nose from cowl not to mention the Honda Electronic Steering Damper, something only found on the 1000 until now.

A more compact fully electronic instrument panel along with the Honda Ignition Security System are but a drop in the ocean compared to what they've done to this bike, winning major awards worldwide in its class.

The CBR's new transmission also takes full advantage of the engine's performance characteristics for stronger acceleration while complementing the engine's reduced torque reaction to greatly reduce the amount of gear lash felt during transitions between acceleration and deceleration.

Of course, for an engine designed to be competitive on the race circuit as well as on the street, the other primary goal in the development of the CBR600RR's new engine was gaining a stronger, more widely useable range of power and performance.

Although the new CBR600RR's riding position remains essentially unchanged, the rider's hip position on the seat was moved rearward approximately 15mm for enhanced mass centralisation to match the positioning of the new engine, and the area where the seat joins the rear of tank has been made significantly narrower and smoother, with less protruding edges in the legs' contact area for easier manoeuvrability, especially in competitive racing conditions. The handlebars have also been raised 10mm compared to the previous model, enhancing riding ease for a wider range of handling capability and long-term comfort. The handlebar-to-seat distance remains essentially the same as before.

## WHO NEEDS IT

Everyone does, the question is can you afford to be without it?

## PRICE

R87000.00 Incl. 14% VAT



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