

# REVIEW: **Kawasaki ER6n**



## REVIEW BY HEIN JONKER

A powerful and smooth operating engine, comfortable ergonomics and light handling are all qualities that manage to do the trick for this ER6n. A series of modifications improved almost every aspect of the light and attractive Kawa so that the highest demands would be easily met.

Kawasaki knows how demanding consumers can be with new products, especially the ones that don't conform to their idea of a motorcycle. It is now claimed that a significantly lower level of vibrations will be transmitted through the handlebars and foot-pegs, making it a good recommendation for women riders.

Still, the bike doesn't look as being powered by a two-cylinder engine and hides the low seat pretty good with its big Kawa looks.

The headlight is nicely contoured in a greatly finished fairing while

stylish signal lights are integrated into the side fairing, giving the ER-6n a stylish, distinctive look. Even though a naked, you will need a trained eye to spot the exhaust when all the 70 horses are being rushed next to you. As sporty as the engine might be, it remains a twin-cylinder and these types always require a six-speed gearbox for a more impressive top speed and better mileage especially when riding on the highway.

Like the mechanical parts, the frame was built to be as compact and as light as possible while remaining a top performer with suspensions set for sharper handling. The fuel-tank is positioned in between the frame's tubular bars and features a refined shape compared to the one on the first ER-6n model. Now more potent looking, the blacked out engine gives an aggressive note, so do the 17-inch wheels. The seat is flawlessly finished and enhances that compact bike look.

Braking power is more than enough thanks to the two 300mm petal-type discs with two-piston callipers front and single 220mm petal-type disc with a single piston calliper in the rear.

Kawasaki's goal was to deliver a versatile entry-level motorcycle which will suit both the beginner and experienced riders. The whole deal about it is that it has a punchy engine and offers a relaxed riding position which enhances the light handling despite the bike's overall weight. Fuel injection is the secret behind that 649cc parallel twin engine which gets backed up by a six-speed gearbox.

Instant low and midrange torque is now present at every twist of the throttle. The engine delivers the 70 horses smoothly and constantly without any jerks at any given time, making the ER-6n a user-friendly motorcycle. Mostly destined to urban exploring and commuting, the small Kawa proves perfect for the job. Due to the fairly small dimensions and easy handling, it can always go on the shortest or safest way between cars as long as there's a cautious rider on board. The mirrors have been repositions and now offer a clearer image of traffic behind while life on board of the ER-6n now feels more luxurious due to the cool new instrument panel.

For experienced riders, the ER-6n is a very pleasing motorcycle offering nothing new, but everything expected. I truly enjoyed this little bike and even took it down the N2 to Munster in the South Coast, just to prove a point.

Kawasaki's middleweight street-fighter unveils a more aggressive marketing strategy of Kawasaki compared to that of its competitors. And with more than 22,000 units sold around the world, Kawasaki can surely say their strategy is working. Retaining comfort and practicality while making it sportier and better looking has been a key to this bike's success and we have a feeling that things are going to stay this way a very long time from now.

**PRICE:** R72 995.00 - Incl. 14% VAT

**Demo:** R58 500.00 - Incl. 14% VAT

**Special:** R69 995.00 - Incl. 14% VAT (In-store stock ONLY)

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