

# REVIEW: Yamaha XT1200Z Super Tenere



**FIRST GLANCE:** The much-awaited and anticipated Yamaha XT1200Z Super Ténéré finally broke loose with the goal of tipping some of the adventure-touring kings off their thrones and I must say the all-new Japanese bike has all the credentials to make that possible. To begin with, there's a great demand for big-bore adventure sports bikes in general and, with the right ergonomics, powerplant and innovative features, for the all-new Super Ténéré in particular.

**CHASSIS AND SUSPENSION:** The chassis meets the bike's high standards even though the Super Ténéré is built around a steel frame instead of an aluminium one as we would expect and although this contributes significantly to the bike's weight, at least it is sure to withstand severe abuse while off-road riding. This brings me to the suspensions, which are fully-adjustable front and rear

and another important and good choice was that of using spoked rims instead of cast ones from the same reason as in the case of the frame.

**COMFORT:** Just looking at the rider and passenger seats makes you want to get on and start changing channels. Hello; bike seat not couch seat. Same diff, it is super comfortable and at no stage did I feel the need to get off because my butt is falling off. The rider seat is also adjustable and can be dropped or raised with a simple "under the seat" manoeuvre.

**HANDLING:** Sitting or standing, dirt or road, makes no difference. During my ride on it I found the bike to be rock solid through corners, downhill or uphill, over bumps no matter what you throw at it; the feedback was positive and without any unexpected twitches on the handlebar.

#### SPECIFICATIONS:

Power	81kW (110hp) @ 7250rpm
Torque	114Nm @ 6000rpm
Brakes	ABS
Engine	1199cc
Drive	Shaft
Dry Weight	238kg
Seat Height	845mm
Tank	23 L
Other	ABS, TCS
Price	R130 000
Service	10 000km @ ± R1200
Top Speed	More than 220km/h

**PERFORMANCE:** I found the throttle response satisfying even roll-on at 140km/h in 6th truly instilled the confidence in me that if a gap ever presented itself; I could take it. Taking it off-road proved even more fun and I just had to test the TCS and ABS; let me tell you, I have never felt so much control while slamming on both the brakes on dirt in my life. It just came to a solid in-line stop... period.

In the performance department, in all its aspects, I can not fault the Super Ténéré, it really gives you everything you pay for and what you expect from it. I probably only used the tip of the "power iceberg", there is so much more down there that this bike wants to give, it's just waiting for the right moment and able rider.

**CONCLUSION:** Yamaha gives you the option of two models; one standard no frills no fuzz and another fitted standard with a set of aluminium side panniers, a bash plate and a headlight protector. Over and above this Yamaha also offers plenty of accessorizing possibilities; just ask the guys at Perry Yamaha to see the catalogue. This is the kind of bike that meets the best of both worlds, meaning it can go where the BMW R1200GS goes and yet look almost as street-worthy as the Ducati Multistrada or the Triumph Tiger. We can understand why Yamaha expects so much from this model and I bet it won't disappoint. Just look at it and then ride it.

**BOTTOM LINE:** If you're just getting into Adventure Touring then this bike is perfect for you, best value for money.

**PRICE:** R129 999.00 (Standard) or R138 999 (with Adventure Pack) - Incl. 14% VAT



Tel: (031) 566 7411  
7 Tetford Circle, Umhlanga Ridge  
[www.perryyamaha.co.za](http://www.perryyamaha.co.za)