

# REVIEW: Honda CBR600F



What a lovely little bike this is! Is this an upgrade from the Hornet? Yes and Yes! Although it holds some of the features of the Hornet like the pipe and rear-end with a few freshly added features.

The running gear and suspension remained unchanged from the Hornet too and it's a case of how much do you need on the road. It doesn't suffer from not being infinitely adjustable and the 100bhp that the engine puts out appears to be the magic number.

A tried and trusted unit with roots dated back to 2007 when it first appeared fitted to the supersport CBR600RR. Honda then took the motor and detuned it for less horsepower but added a little more power to the bottom and midrange.

As used in the Hornet 600 and several other Honda middleweights, the engine is perfect to provide everyday ease of use with enough top end punch to have fun and experience high revving supersport power.

Gearbox, top end and all the bits in between are near indestructible. The electronics and a decent fuel injection system give precise throttle response making it one of the easiest bikes to ride.

On the twisty and demanding roads that I took the CBR600F down on, I thought it would be approaching the zone where it starts to miss a few beats; the suspension lagging behind and the engine not quite able to deliver the goods. Boy was I wrong!

It handled everything I could throw at it, with impeccable manners. Sure, you could probably go that bit faster on the CBR600RR, but not with the same relaxed attitude as you get from the CBR600F. I actually took in the sights around me on the CBR600F, rather than keeping one eye on the road and the other on the speedo. Things are less frantic on the CBR600F and if you want to see KZN and not just plough through it, maybe this is something to consider.

The looks are subjective the way I see it, you spend the good times on your bike not looking at your bike. So unless it's vomit-inducing, it just doesn't matter. But don't be surprised if you come up behind someone on a country road and they either submit, or get their head down and try to lose you. In your mirrors, the CBR600F looks exactly like any other bike and they aren't exactly known for being ugly, were they?

The 600F is a very balanced bike to ride on open roads. A slight heavy front end feel at slow speeds gives excellent feedback to boost confidence. Adjustable front and rear suspension come standard but only need to be touched when carrying luggage or pillion, or both. Considering the CBR is a level entry sports machine it can dance the back road boogie in a very controlled way. Brake it, lean it and fire it out can be done with no complaints from the chassis.

The seating position is a blessing and not a full on spinal column-snapping supersport-style. For added comfort the clip-on style handlebars are positioned perfectly to match peg and seat height.

Another feature that distinguishes CBR600F from any rivals is the pillion seat which is deeply padded and comparatively big. Getting on and off is oh so easy thanks to its lower design. All these factors together contribute for an absolute comfortable and safe ride that may extend for more than a couple of hours.

The instrument panel gives the rider a one-glance display all inside a single LCD display providing the usual information but all digital; nice!

Very important and the most noticeable is the added fairing, ergonomically crafted to minimize drag which shields the rider even in this semi lean riding position.

If the Hornet was anything to go by then the CBR600F will be perfect. What really stands out about the CBR600F is its can-do attitude. The riding position, comfort, engine characteristics and now ABS make the CBR600F a serious contender for the typical everyday rider. You might be the underdog in terms of outright power and performance but the CBR600F will allow you to get more out of what you have on offer, more of the time.

Well people, enough said, this is a grand choice of a bike and engineered by Honda with a single goal in mind...

It's a jack of all trades and a master of fun.

**Priced at R84 999.00 - Incl. 14% VAT**

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