

MIDDLE GROUND

**KAWASAKI Z750**

Engine: 749cc inline four

Price: £5095

Top speed: 149.9mph

Power: 96.5bhp @ 10,800rpm

■ The best things in life are three. Like stooges



HONDA HORNET 600

Engine: 599cc inline four

Price: £5199

Top speed: 145.1mph

Power: 81.7bhp @ 11,700rpm

YAMAHA FZ6

Engine: 599cc inline four

Price: £5399

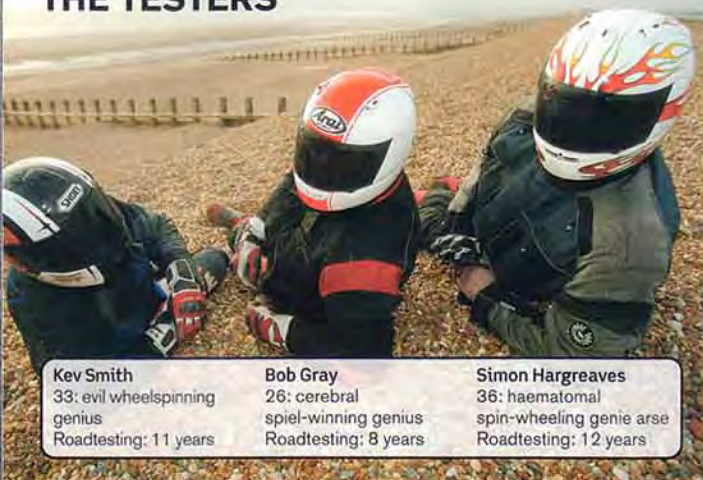
Top speed: 144.2mph

Power: 87bhp @ 11,700rpm

Can Yamaha's new FZ6 overtake Honda's long-serving Hornet 6, or will Kawasaki's new Z750 nip in and steal the middle-weight naked streetbike honours? Three bikes, three riders, three days to find out where you should be putting your quids...



THE TESTERS



Kev Smith
33: evil wheel-spinning
genius
Roadtesting: 11 years

Bob Gray
26: cerebral
spiel-winning genius
Roadtesting: 8 years

Simon Hargreaves
36: haematoma
spin-wheeling genie arse
Roadtesting: 12 years

THE TESTING

- Dyno testing by BSD Motorcycles (01733 223377)
- Speed testing at Bruntingthorpe Proving Ground, Leicestershire
- Touring testing courtesy of the M11 and M25
- Street testing in the Medway Towns
- Slippery country lane testing on Kentish farm tracks passing as roads
- Special Hornet crash testing by Hargreaves



■ The FZ displays a natural tendency for rear weight bias...

YAMAHA FZ6

"It's like a woman who only loves you if you drive a sports car..." - Bob

STOP THE TEST. This is the winner already..." says a red-faced Bob Gray, fresh from caning Yamaha's naked 599cc middleweight all over Bruntingthorpe Proving Ground's two mile runway in the name of speed testing. Myself, Kev and Bob are indulging in a spot of Sunday overtime, datalogging the FZ6, Z750 and Hornet 6 before we set off for the south coast that evening.

"It has the best engine, makes the best noise

and has the best handling," he blurts on. "And it looks the nicest. You know how the old FireBlade looks; an engine with a wheel bolted on at each end; well the FZ looks the same. It's meaningful, loaded with purpose."

We've always suspected Bob of imbibing one too many turnip schnapps, and now we know it to be true.

The lad has lost the

plot. The FZ may well have the best engine and chassis here (which is hasn't), but it's anything but good looking. Back me up, Kev:

"It's a minger. The front end, with that offset instrument pod, looks like you've crashed it and it's half taken the clocks off. And the rest of the bike looks like someone's pulled the fairing off and all the ugly bits are showing."

Alright kids, we've hardly started and we're bickering already. The Yamaha certainly looks unusual – a curious mish-mash of splashing out in some areas and skimping in others. Its fuel-injected 87bhp R6 motor is a potent, sophisticated bit of kit, as is the asymmetrical, hi-tech vacuum injection cast ally frame, and the bike nearly gets away with its underseat pipes and queer, off-centre instrument pod. But the cheapo twin-pot

■ As I live and breathe; a clear example of bump and grind. First comes the bump (not shown), then the grind (shown). Sidestand is the first thing down...



"INSIDE THE FZ6 IS A SPORTSBIKE SCREAMING TO GET OUT"



● The top-endy nature of the FZ's motor makes this sort of behaviour a bit tricky. And, of course, it'll ruin motorcycling for everyone...

sliding calipers are naff, as is the detailing. "Look, it's still got the centrestand spring-lug plate bolted on for the centrestand on the faired Fazer," points out Kev. "Why don't they either take it off or fit the centrestand?" It's not the only thing to annoy; the clutch cable is cunningly routed over the top of the ignition barrel, so getting the key in and out is an infuriating fiddle. "Arrgh, f*cking thing!" shouts Kev, nearly snapping the key as he struggles.

Speed testing done (see tech page for full results; the Z750 cracks 149mph, the Hornet does 145mph and the FZ 144mph) we saddle up with luggage and head for the wilds of Kent. First problem – will the Yam's underseat pipes prove too hot for the Hargreaves Moto Fizz throwovers? There's naught worse than melting throwover straps one minute and mud-stained grundies blowing across three lanes of motorway the next. Luckily for Sunday night M11 drivers the FZ's cans get warm, but not meltingly hot (but the throwovers wear through a layer of gaffa tape and take paint off the sticky-out grab rails).

For a naked bike the FZ gives good distance. On the motorway it spins along gaily at an indicated 85mph (7000rpm) in balanced comfort, body leaned into the breeze. No wind protection, so the mad speeds the motor can do are banished for all but brief bursts of overtaking. But at legal-ish mph the engine is crisp and smooth, and the 19 litre tank will see out 150 miles. Sadly, you'll see nothing out of the mirrors – they're too close together and reflect only elbows and egos. The clock – for there is but one – is a single, central, easy-read LCD speedo, with Kawasaki-style, can't-read, circular tacho. At night it's a precisely nauseous shade of turquoise.

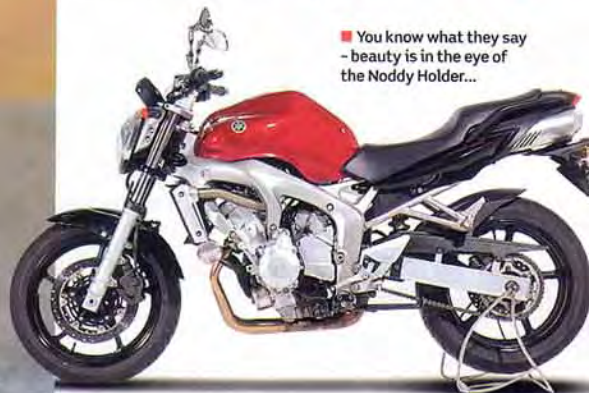
For gentle batting about, the Yam's riding position is pleasingly natural – the bars are high; higher than the Kawasaki's or the Honda's; and the seat/peg distance is greater, as if to cater for long legs on long trips (which would make sense because it's the same as the faired Fazer). And it works on the motorway – the FZ is comfier than the Kawasaki (but not as good as the Hornet). It takes 100 miles for mild arse-ache to set in – on the Z750 it takes less than half that. You can't help thinking if Yamaha stuck a fairing on it, the FZ6 would make a decent little tourer... oh, er... that'll be the Fazer, then...

After a short stop for a Pizza Hut, we forgo motorway delights to spend a few hours hooning around the slippery city streets of my youth. The Medway Towns, bywords for urban mediocrity, are blessed with the highest ratio of traffic police to bikes in the UK. Every five minutes a wailing siren breaks the night as another poor bugger gets strung up for being ugly.

Medway is, however, the perfect setting to test streetwise credentials of mid-sized streetbikes. Tarmac quality goes from



■ You know what they say – beauty is in the eye of the Noddy Holder...



awful to dirt-track, with Martian potholes and bloody great canyons ripped into the road by countless juggernauts. If a bike can stay upright here, it'll excel anywhere else. So, when the going gets nadgerier (?), the FZ shows up a few flaws. Kev is immediately unhappy: "The Yamaha is higher and narrower than the others, and it's a feeling I don't like. It saps my confidence."

True. The FZ is tall and remote compared to the slotted-in feedback of the Honda or the aggressive front endiness of the Kawasaki. Over horrid surfaces in slippery conditions, it's hard to build a rapport with the FZ – the Dunlop DT52s don't help. A couple of slips at modest lean angles erodes point-and-squirt bravado. Kev again: "The Dunlops aren't nice; they spin up even in the dry. You can give the Honda (on Bridgestone BT56s) a right hammering and it won't spin... even in the wet it doesn't spin for long. In the wet the Yamaha spins all over the place whether you want it too or not..." (the Dunlops came in for criticism of their wet grip at the rain-soaked Austrian launch of the faired Fazer. Not much was made of it at the time; it was a new bike on soaking roads so it seemed premature to slate the rubber. Not any longer...).

Part of the uneasiness is, strangely, the FZ's sportiness. Bob: "It's compromised between a racebike, with its associated geometry, and streetbike. There's too much weight in the steering, which would keep it stable at speed, but around town it's an effort and it sort of flops over. It makes you feel vulnerable. And as for cornering, the forks and the shock are on

the stiff side, so there's no feedback from the chassis and all movement is through the headstock. It really is as if Yamaha have taken an R6, stripped the fairing off and put high bars on; and the FZ feels as hampered in town as an R6 would. It's not interested in helping you unless you're giving it 75% or more, which with this engine is too much in town. It's only good at being sporty – it's too sporty, really..."

"On the plus side the engine is brilliant – it's responsive at the bottom end, with almost too perfect fuelling (there's snatch getting on the gas, but most bikes have it nowadays because emissions regs mean manufacturers get engines running ultra-lean on closed throttle). It's also flexible, with more shove than a 600cc should have low down. And it sounds utterly amazing – a deep, rasping growl from the airbox. Really cool. Technically, it's the best engine here."

Kev likes the sound too, but isn't sure about the motor's character: "The engine makes a brilliant noise, but it's got too many revs for what it's supposed to do. You don't need 14,000rpm for a bike like this. It makes it harder work that it should be. The engine is quite aggressive; around town zip is good, but you have to rev it and you can't really trundle around in top."

This is a recurring theme: the FZ is good; very good indeed; but at the wrong things. And it's compromised in all the wrong areas. The engine character is sporty but, instead of making the FZ a hoot, it just makes it demanding. The riding position is too close to the faired Fazer, which makes it good for distance but wrong for by-the-nuts point-and-squirt. Meanwhile, what we want from an urban streetbike is butch looks, chuckabout confidence and extreme ease of use.

The Yamaha is not a looker (Dear Yamaha, winkle out the man who made the decision to ditch the R1-style calipers and beat him soundly with the rough end of a Sumitomo twin-pot sliding caliper until he begs for mercy. Then show him none). Neither does it inspire confidence and, while it's not exactly hard to use, a few details threaten to spoil the whole.

Later that evening, over a coffee at my mum's house, Bob reflects on the FZ: "I've changed my mind since Bruntingthorpe. The FZ suited Brunters because it's a big, fast place and the Yamaha's engine suits big fast places. On the twisty stuff it's a bum choice. They've lost the things that made the Fazer a Fazer. They've lost the sheer easiness..."

"WHAT WE WANT FROM AN URBAN STREETBIKE IS BUTCH LOOKS, CHUCKABOUT CONFIDENCE AND EASE OF USE"



Hard to believe, but the FZ's top speed of 144 mph is only a few mph down on the original FireBlade from 1992. Howsaboutthatthen?



■ At least they're all pulling in the same direction...

KAWASAKI Z750

"This is better than the Z1000, let alone a 600!" – Kev Smith

THE NEXT DAY, and it's my turn to ride the Kawasaki. I'm excited. Everything about the Z750 is right. It looks right. It sounds right. It goes right. And it goes left, too.

Last year, when Kawasaki announced a 750cc version of the Z1000, easily confused bike journo's were confused easily. What happened to the

636cc version the press reckoned was a dead cert? What was the point of a 750 – surely it was too close to the thou? Wrong. It's a brilliant idea – like the idea of making a 600 a 636, or even like making a planned 750cc FireBlade into a 900. Why waste squillions of Yen tuning the arse off a motor when you can just make it bigger? Genius.

"THE Z750 IS MEANT TO LOOK NAKED. AND MEAN. AND HOW..."

■ Distinctive Z750 rear end loses pose value without Z1000's quad pipes. Bridgestone 019/012s are good tyres in the winter... ahem... and the summer too...



That's why the Z750's, er, 750cc motor kicks the Hornet and FZ's weedy, 600cc arses (just imagine if Yamaha had opted to dust off the original slant block five-valve FZ750 Genesis unit. Phwoar. And then styled it exactly like the old FZ, only with modern suspension, wheels and brakes...).

Spec first: the Z750 is basically Z1000-lite. The engine is a sleeved-down thou, the chassis is mostly the same with a few budget options like unadjustable teles instead of adjustable usd forks, two-pot calipers on 300mm discs instead of four-pots on 320mm, 4-2-1 instead of quad pea-shooters... but the important thing is you don't see any of this. All you sees is Z1000 styling, and that's a good thing.

Unlike the Yamaha FZ6 which looks like a crashed race rep, the Z750 is meant to look naked. And mean. And how. Kawasaki's Shunji Tanaka, chief designer and the man responsible for the ZX-10R, ZX-6R and Z series (as well as Mazda's MX-5), is busy turning their bikes into the nastiest mofos on the market. The ZX-10R looks ready to bite your head off; the Z750 merely looks like it'll give you a good fisting.

Speaking of fisting, photographer John doesn't like the Kawasaki's colour: "That blue is a different shade every time you look at it," he says, downing a sausage and egg McMuffin for breakfast.

Well I like it – it's a solid colour, a sort of basic blue with no metallflake or tint.

"It looks like a Ford Escort. It's horrible," he declaims.

Whatever, the Kawasaki's riding position is perfect for urban combat. Low seat, feet back, shoulders braced, groin against the tank, balls dangling somewhere over the headstock. With so



■ Confident handling on and off the brakes

much weight over the front end, the Z750 breeds confidence in a way the FZ can only dream about – around town, the Kawasaki plants both tyres firmly into the ground and dares the rider to gas it, brake hard (excellent brakes), stop, turn, squirt, etc. It is, frankly, a riot. Makes you very naughty. Kev: *"When you get on the Kawasaki you're in just the right place to rag it around and go nuts on it."*

The downside of this plugged-in position is the Kawasaki is the hardest work over distance – it has the least wind protection and the hardest seat. Maybe these two are related – either way, you don't want to be doing many more than 50 miles in a sitting. Nice clocks though; the same layout as the Yam's, the Z's are better because they're a) centrally-mounted, so none of this just-crashed business, and b) they light up the most evil shade of red. Perfect for matching the red mist brought on by the hard seat. The idiot lights are way too bright though – the main beam is especially distracting.



■ Looks good, doesn't it?



■ Bike cleaning the lazy way. And you missed a bit

The Z's engine complements its riding position and styling with crucial low down snap for punting round town, as well as significant midrange and top end. In fact the Kawasaki's engine is so strong, we're not sure if we've put the bike in the right test. Its 100-odd bhp is more even than Honda's other Hornet, the 94bhp 900. And compared to the 600s, the Z is superior everywhere, outdragging them from 1rpm and never giving up the lead all the way to its 11,500rpm redline (it will over-rev to the end of the tach, at 13,000rpm before the limiter comes in). Bob: *"The Kawasaki has a great motor. It has so much more about it than the others; it's obviously more flexible, so you don't have to be as careful with your gear choices [which is just as well considering how sloppy the Z's box is]. Kawasaki's marketing ploy of upping capacity is sneaky, but it's a good idea and ought to be a winner."*

The 750's chassis is well up to keeping the motor in check. Suspension adjustability is kept to a minimum, with nothing on the forks and rebound and preload only at the back, but it's enough. Kev: *"Push 'em hard, and the Kawasaki comes out on top. It's still on the soft side, but better than the other two. The tyres (Bridgestone BT-012/019s) are better than the*

Yamaha's Dunlops, and the brakes are better too – sharp, lots of feel. I'm confident I can run into a corner and make up ground on the brakes."

This is starting to look like a whitewash. Is there anything we don't like about the Z750? Well yes, a few things. We don't like the engine vibes that creep in around 7000rpm – right at motorway cruising speeds. And we don't like the barely perceptible but, once you notice it, infuriating lack of connectedness between the throttle grip and the back wheel. It's not a hesitation, it's not cable slop and it's not an issue with the otherwise excellent Kawasaki fuel injection. It's just a distant feeling, as if the throttle cable is made of elastic. It's an age-old criticism of Kawasakis, going back to the early '90s and I'd almost forgotten about it until riding the Z750 reminded me. It's the kind of thing you won't notice on a test ride, but if I were an owner I'd try and tweak it out in the fuelling with time on a dyno.

The only other issue with the Kawasaki is how long it will last. The big K are rapidly earning a reputation for building bikes that, if you use them hard, go all baggy and sloppy after a year or two.

Granted our long term Z1000, run into the ground by recidivist staffer Dale (see *PBs* passim), is an extreme example. But we've heard similar, lesser tales from other magazines (and readers) of long term Kawasakis losing suspension damping, of sloppy drivetrains and gearboxes, plus other box and clutch niggles. Nothing major, just a deterioration that seems faster than bikes from other manufacturers for a given level of use.

But that's in the future. Maybe. What's here and now is the Kawasaki performs perfectly during the test. Bob: *"It's got the lot; for everyone from novice to expert, there's something in there we can all use. It's the bike of the test, no question."*

And we haven't even mentioned the best bit yet – the price. The Z750 is cheapest of the three bikes here. It's £100 less than the Honda and £200 down on the Yamaha. On the minus side it's a NU Group 13 against the Yamaha's Group 12 and the Honda's Group 11, but that's still loads cheaper than any other performance 750.

The Z will have to go some to be bike of the year, but bargain of year? Oh yes.



"THE Z750 WILL HAVE TO GO SOME TO BE BIKE OF THE YEAR, BUT BARGAIN OF THE YEAR?"

■ All it needs now is fly screen. Sadly, there doesn't appear to be anywhere to mount one...



HONDA HORNET 600

"Solid, dependable, rugged, reliable. And bloody good fun..." - Simon

IT'S EVENING. While the muppets argue about whether to have a Chinese or an Indian tonight, I go out for a test ride on each bike, on my own, around the town. Following roughly the same route, it gives me a good chance to clear my head and form some direct, back-to-back opinions about each bike. I go out on the Yamaha first, followed by the Kawasaki. As is the way these days, both are fundamentally great machines with levels of performance and handling that would shame a 10 year-old sportsbike. Of the two, I come back with a bigger grin from the Z750, for reasons already described.

Then I go out on the Hornet.

Yes, both the Yamaha and the Kawasaki make more power. Yes, both of them handle better. Yes, both boast either flashier styling or higher technology than the good old Hornet. No fancy vacuum casting with this steel spine frame, no big-time designer has given the bike a styling makeover. Instead you get an old-as-the-hills (er, 1997) CBR600 engine, long shorn of sporting frills, tough as old boots. You don't even get fancy clocks – a pair of circular dials, with thoroughly illegible red numbers on cream faces, sit up front. This isn't retro – this is antique!

Which possibly explains why settling into the Honda's seat and reaching forward to the bars is like settling into a favourite armchair. Okay, so maybe it's not as comfy, but the point is it feels like you've been doing it for years – I know this riding position, and yet this is the first time I've tested a 600 Hornet. The low seat slots you safely behind the tank (a miserly 17 litres, it holds enough for 100 miles to reserve with around 25 left after that. Story is, Honda's test riders forgot to assess tank range when the bike was developed, so it got lumbered with a poxy tank range), the bars are just the right height, distance and width for maximum control, the pegs high enough to just tilt you forward. It's not



■ Still a looker. Needs flat bars for maximum effect, and crash bungs. And one down at the front, one up at the back sprocket

aggressive like the Kawasaki, or oddly distance-orientated like the Yam – it's simply spot on for buggering around city streets. Best mirrors too. What say you, Kevin?

"The Honda is a perfect fit and it's a crucial advantage over the other two. When it comes to point-and-squirt on greasy town streets, you need to feel completely in control. The Honda does – it feels so natural you can concentrate on riding."

The engine is perfect as well – perfectly matched to the chassis and the concept. True, you have to rag it to keep up with the Z750 and the FZ and it isn't a patch on either at the top end – although the Honda just beats the Yam flat out. The FZ has the measure of it on acceleration and minces it in top gear roll-ons. But, unlike the Yam, the Honda has no pronounced power step – it never gets carried away, leaving you hanging onto the bars like a wind-tossed loon.

The gearbox is a treat too. The clutch is light, the ratios are close and changing is neat and accurate (both the Yam and Kawasaki have sloppy boxes – yurch – with the Yam in particular

"IT'S THE ONE YOU WANT IF YOU'RE ON ROADS YOU DON'T KNOW OR AREN'T SURE ABOUT..."

■ Hornet. Floats like a whale, stings like a...



reluctant to find neutral – and when it does, the green dash light stays on even in gear). Add in the Honda's flat power curve and it becomes a pleasure to surf through the gears in quick succession away from the lights, finding top even before you hit 30mph.

Over a Chinese takeaway, Bob has a few things to say about the Honda: "It's still up there. Very, very encouraging and forgiving. It's the one you want if you're on roads you don't know or aren't sure about. Because it steers so effortlessly and neutrally, you don't have to worry so much about where you're going; you can tip it in early, late – whatever, safe in the knowledge you'll get round the corner. It doesn't seem to notice your mistakes, and you don't run about with all your weight on the front tyre. You won't lose grip because the suspension/tyre package is so effective."

Bob's right about the suspension and tyres flatter the rider at modest, even





TYRE OPTIONS

All tyres 120/70, 180/55 ZR17

	KAWASAKI Z750		YAMAHA FZ6		HONDA HORNET 600
Avon	Avon Azaro-SP	£181	Avon Azaro-SP	£181	Avon Azaro-SP
Bridgestone	BT-019E/BT-012E	£216	BT-020GG	£207	BT56N/BT56N
Dunlop	D207	£181	D252	£181	no recommended fitment
Metzeler	Sportec M1	£201	Sportec M1	£201	Sportec M1
Michelin	Pilot Road	£215	Pilot Road	£215	Pilot Road S
Pirelli	Diablo	£201	Diablo	£201	Diablo

High Street prices, fit & balance, quoted by FWR (020 7820 7818)



high, speeds. But if you go a bit faster – at, say, knee-down pace or on trackday – the Hornet's forks are shown up to be undersprung and underdamped. They're the limiting factor to hard riding. Kev again: "When you load the tyres and give it full lean both front and especially the back run out of damping and start to judder. And under braking the front bottoms out and you can feel it pushing. The standard trick is to go up an oil weight and fit stiffer springs."

Having spent its life as the basis of a successful race series, the Hornet is not short of a few tuning tips or bolt-on goodies. Our very own Ben Cope runs a modded Hornet (see Staff Bikes, Mar PB). It's a bit tatty, but he completely adores it and has modded it to his own liking with Renthal bars, hand guards, crash bungs, etc. It will be some while before Z750 or FZ6 owners can make their bikes as individual. And somehow I can't see them inspiring the same kind of intense relationship with their owners...

Last word goes to... me. Here's a note I made about the Hornet while I was sitting around watching Kev repeatedly back the Honda into a



■ That'll be £2500 please. Blimey. If it had a fairing it'd be written off...

corner for the benefit of snapper John: "On the others I have to work to gain confidence – I don't feel like that on the Honda."

"I trust it immediately. I would find it very difficult to crash this bike."

Then it was my turn to pull a few wheelies on the Hornet for the camera. You can guess what happened next...



■ Nice bit o' Denim in there...



■ "Uncrashable" Honda Hornet in crash shock

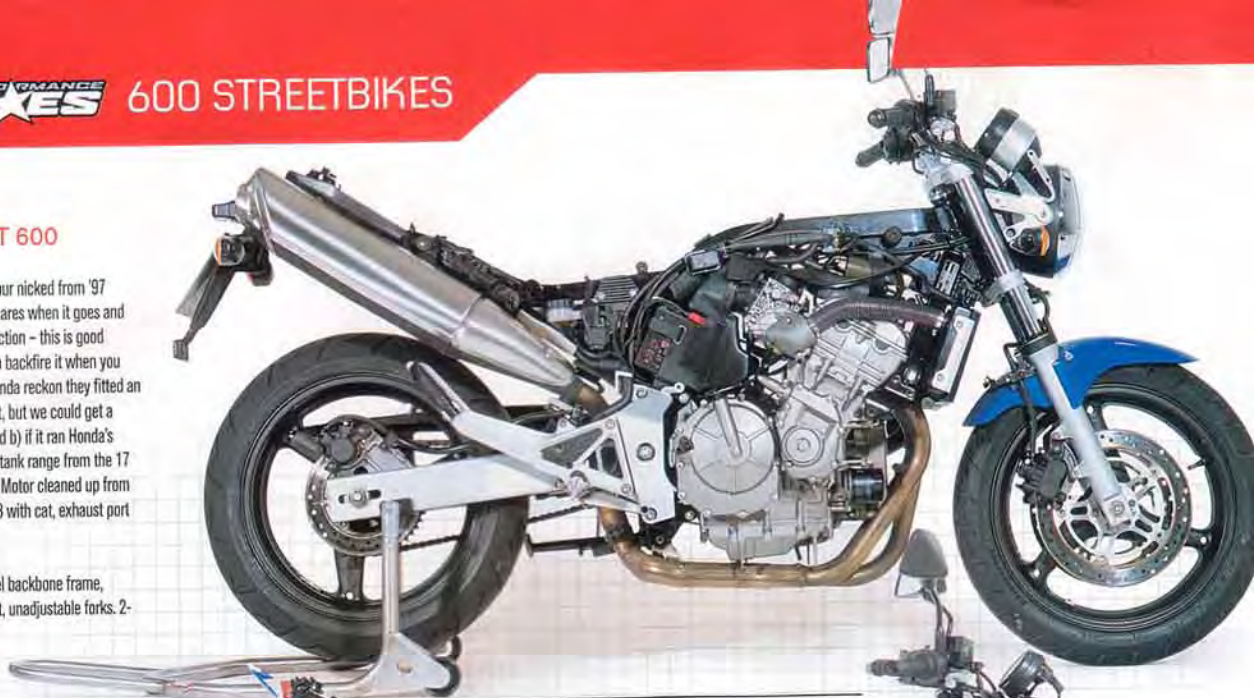
HONDA HORNET 600

ENGINE

81bhp, 599cc, dohc, 16v inline four nicked from '97 CBR600 is getting old, but who cares when it goes and looks this good? Still no fuel injection - this is good because a) you should be able to backfire it when you dump the cat in the exhaust (Honda reckon they fitted an ignition-triggered fuel supply cut, but we could get a muffled bang when we tried) and b) if it ran Honda's usual thirsty eff it would cut the tank range from the 17 litre tank down to 90-odd miles. Motor cleaned up from previous Hornets at start of 2003 with cat, exhaust port air-injection and fuel cut-off.

CHASSIS

The Hornet's chassis uses a steel backbone frame, preload-only rear shock and soft, unadjustable forks. 2-pot sliding calipers give more than enough braking.



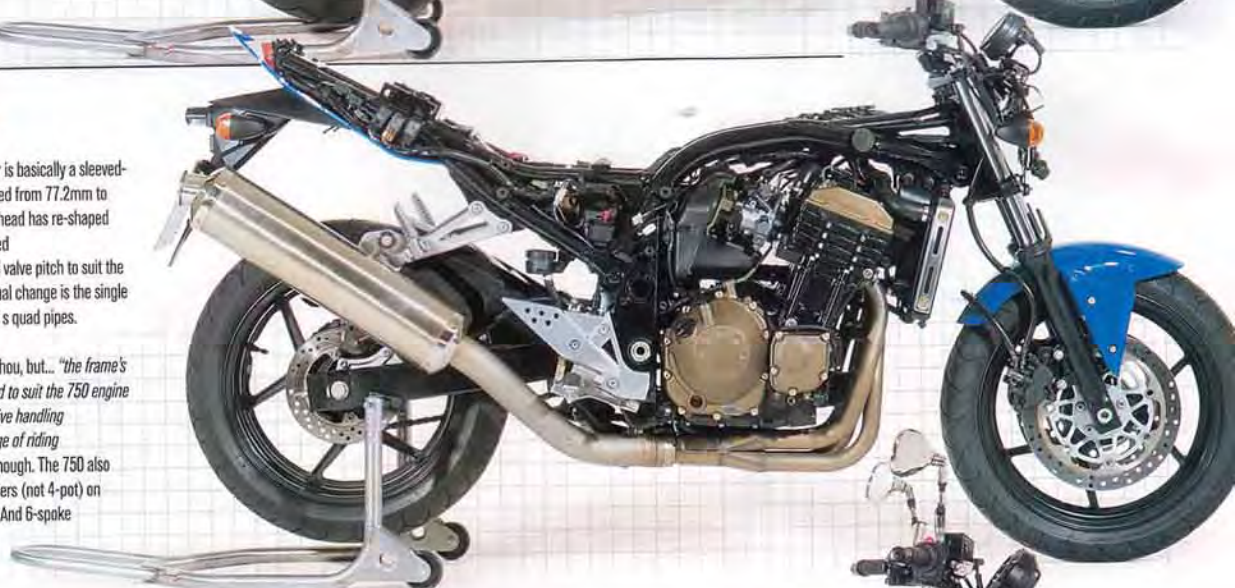
KAWASAKI Z750

ENGINE

97bhp, 748cc, dohc, 16v inline four is basically a sleeved-down Z1000 - the bores are reduced from 77.2mm to 68.4mm. The thou-based cylinder head has re-shaped intake and exhaust ports, a modified combustion chamber and adjusted valve pitch to suit the reduced bore size. The biggest visual change is the single stainless can instead of the Z1000's quad pipes.

CHASSIS

Same steel backbone idea as the thou, but... "the frame's stiffness balance has been modified to suit the Z750 engine and to deliver lightweight, responsive handling characteristics across a broad range of riding applications" say Kawasaki. Fair enough. The Z750 also gets unadj. 41mm forks, 2-pot sliders (not 4-pot) on 300mm discs and adj. rear shock. And 6-spoke ZX-10R wheels...



YAMAHA FZ6

ENGINE

87bhp, 599cc, dohc, 16v inline four comes from the R6: identical combustion chamber and engine internals except for milder cams, inlet valve springs, re-shaped intake ducts, modded fuel injection and R6 gear ratios. In their search for ever-cleaner emissions, Yamaha have got tricky with their fuel injection - instead of the usual one pulse per cycle, the system cuts it in half and delivers two pulses an engine stroke apart. The idea is to get a better burn, hence reducing emissions.

CHASSIS

How long have you got? Fancy new high vacuum casting process makes two complete halves of an asymmetrical frame which are then bolted together with the motor acting a stressed member. I know what *that* feels like - I haven't had a shag for ages. Anyway, no welds, lots of bolts. Other chassis spec isn't so good - unadj. forks and preload-only shock, 2-pot calipers, etc.



SPECIFICATIONS

MODEL

Price

Warranty

Contact

Colours

Insurance (NU group)

ENGINE

Type

Bore x stroke

Displacement

Compression ratio

Fuel system

Transmission

CHASSIS

Frame

Front suspension

Rear suspension

Front brake

Rear brake

Front tyre

Rear tyre

DIMENSIONS

Rake/trail

Wheelbase

Seat height

Dry weight (claimed)

Fuel capacity

KAWASAKI Z750 J1

\$5095

two years/unlimited miles

Kawasaki UK (01628 856750)

www.kawasaki.co.uk

blue, red, black

13

liquid-cooled, 16v, dohc, inline four

68.4 x 50.9 mm

748cc

11.3:1

efi, 4 x 34mm Keihin throttle bodies

6-speed, chain

steel diamond backbone

41mm unadjustable r/w teles

Uni-Trak monoshock,

adjustable preload & rebound damping

2 x 300mm discs, 2-pot sliding calipers

220mm disc, 1-pot caliper

120/70 ZR17 Bridgestone BT-019E

180/55 ZR17 Bridgestone BT-012E

24.5°/104mm

1425 mm

820 mm

195 kg

18 litres

YAMAHA FZ6

\$5399

two years/unlimited miles

Yamaha Motors UK (01932 358000)

www.yamaha-motor.co.uk

red, black, silver

12

liquid-cooled, 16v, dohc, inline four

65.5 x 44.5mm

599cc

12.2:1

efi, 4 x 36mm throttle bodies

6-speed, chain

ally die-cast twin spar

43mm unadjustable r/w teles

monoshock, adjustable preload

2 x 298mm discs, 2-pot sliding calipers

245mm disc, 1-pot caliper

120/70 ZR17 Dunlop D252

180/55 ZR17 Dunlop D252

25°/97.5mm

1440mm

795mm

180kg

19 litres

HONDA CB600F

\$5199

two years/unlimited miles

Honda UK (01753 590500)

www.honda.co.uk

black, silver, blue

11

liquid-cooled, 16v, dohc, inline four

65.0 x 45.2mm

599cc

12.0:1

4 x 34mm CV carbs

6-speed, chain

steel backbone

41mm unadjustable r/w teles

monoshock, adjustable preload

2 x 296mm discs, 2-pot sliding calipers

220mm disc, 1-pot caliper

120/70 ZR17 Bridgestone BT56N

180/55 ZR17 Bridgestone BT56N

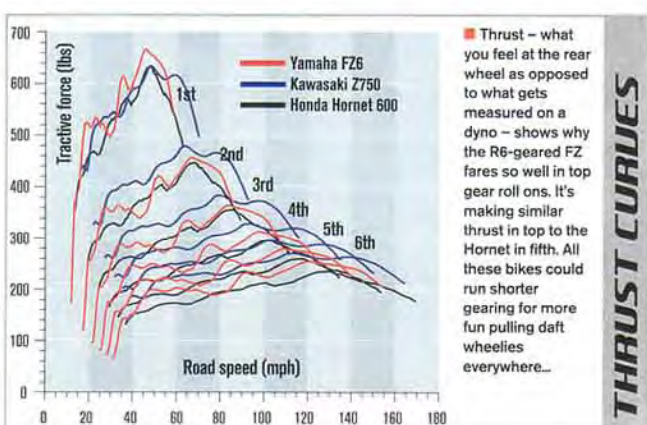
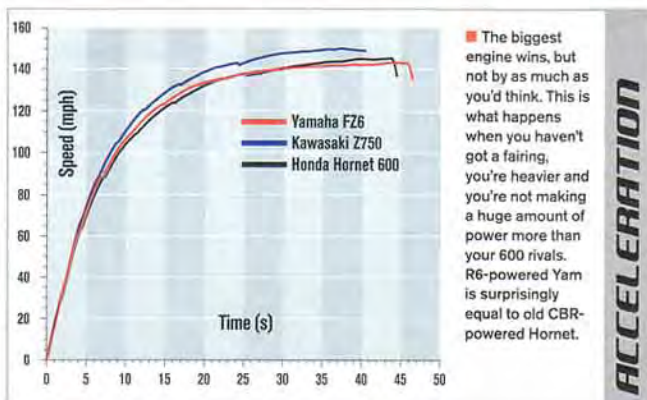
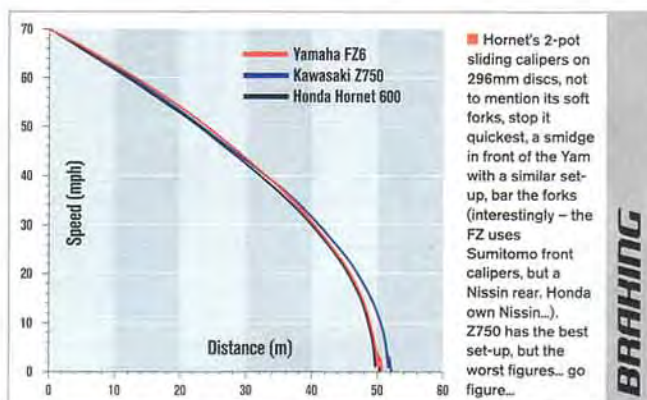
25°/98mm

1420mm

790mm

178kg

17 litres



DATASTREAM

	Kawasaki Z750	Yamaha FZ6	Honda Hornet 600
Top speed	149.94mph	144.17mph	145.12mph
0-60mph	3.75s	3.85s	3.19s
Standing ¼ mile	12.00s @ 119.68mph	12.30s @ 115.84mph	12.45s @ 113.47mph
40-90mph roll-on	10.00s	11.60s	13.90s
70-0mph braking	52.12m	50.76m	50.32m
Fuel cons (best)	40.4mpg	38.7mpg	40.7mpg
Fuel cons (worst)	39.0mpg	35.4mpg	34.3mpg

■ The 750 shows who's boss in the roll-ons, which is where it counts on bikes like these. Hornet does well against hi-tech Yam, and stops quickest of all. Yam has amazing roll-ons for a 600

