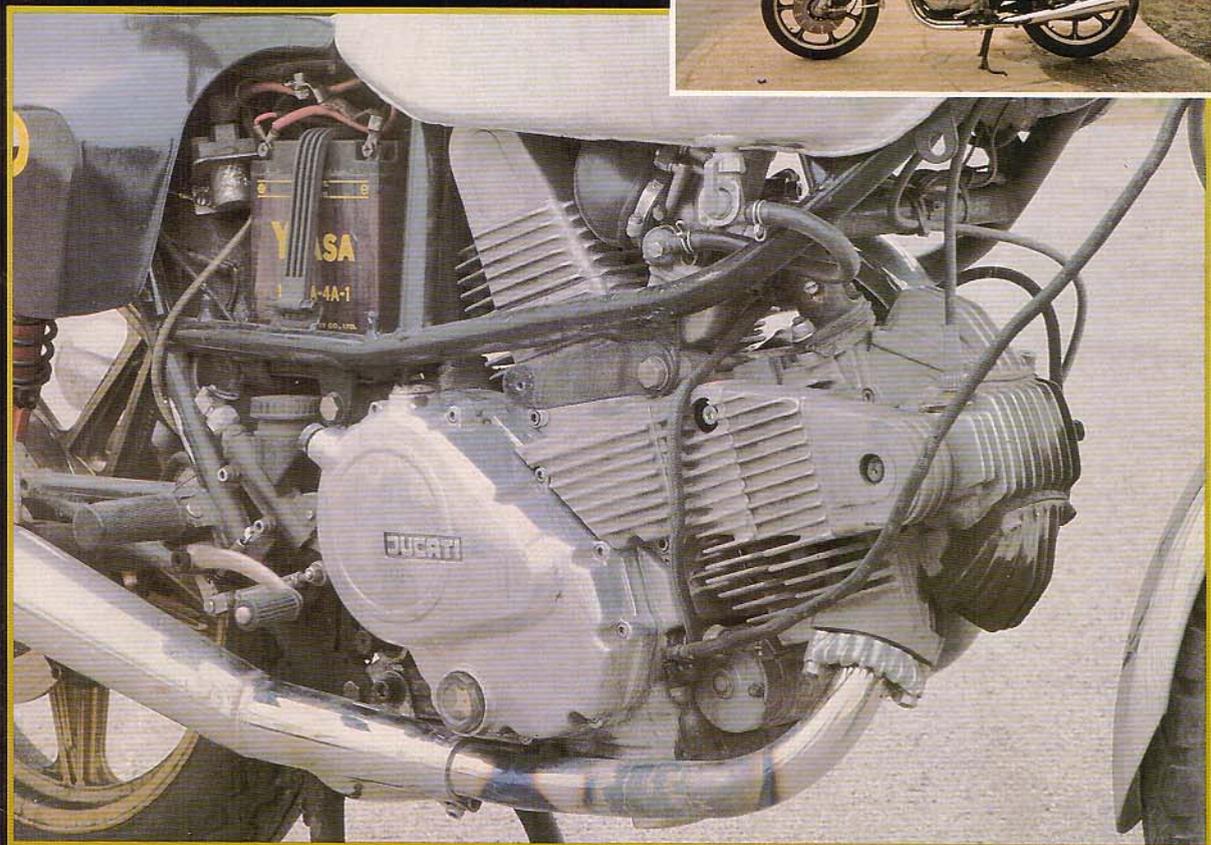


# bike

JUNE 1979 60p

**EXCLUSIVE!**  
**Rapping With Italy's Mr Big**  
**And**  
**Riding Ducati's 500cc V-twin**  
**Same Again Z250?**

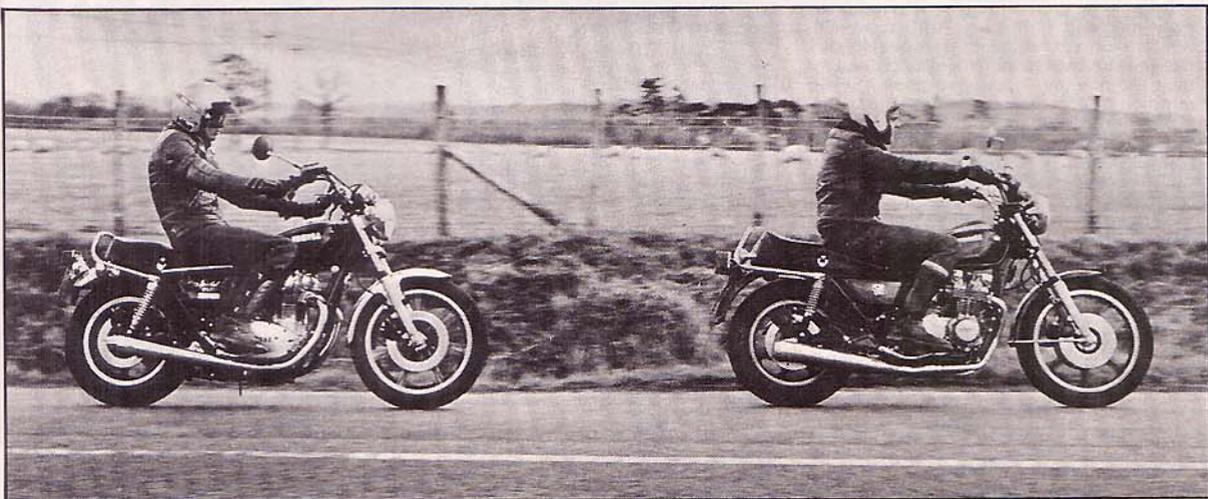


**Giant Test: 650cc Custom Grabbers Faze Honda's Captain Sensible**

# Captain Sensible



## VERSUS THE CUSTOM GRABBERS



Follow the West Coast Custom Route said Yamaha, so Kawasaki did. And Honda. But so far Honda haven't released them in Britain. Instead, they've opted for yet another stock transverse 'four'. Are Honda being inscrutably boring or do they know something the others don't? Such as what makes a practical motorcycle? Whatever, they're all 650cc upper middleweight (or lower heavyweight) four strokes. Is the Honda's lack of pizzazz compensated by its superb performance? Does a custom grabber turn you into an instant Hells Angel?

Testers Simon Grey and Dave Calderwood.

Photography Duncan Cubitt.

# Honda CB650

WOW, ANOTHER FOUR-ACROSS-THE-frame Honda. It goes fast and it handles alright. But will somebody give Honda's backroom boys a swift kick up the khazi because they got so into building Good Motorcycles that they've forgotten one vital ingredient... soul. Kawasaki put a spoonful into their Z650 and that should keep it ahead in the sales stakes unless it is by dint of that curious phenomenon spawned of blind brand loyalty, the Honda Owner.

Can it be that we were all mistaken about Honda back in the days when they helped hammer in the final nails on the coffin lid of Britain's motorcycle industry? Looking back, we all thought that these shiny four-cylinder bikes were heralds of a bright new era in motorcycle design. Gone were the twins and singles that had carried us faithfully to work for years, everyone who is anyone rides with four cylinders now.

And certainly a new technological era was beginning. The industry took a gigantic breath of fresh Japanese air and surged back riding a wave of massive capital outlay and mass production.

But has all this enthusiasm for high technology gone stale? If Honda produce another four-across-the-frame bike, I reckon even they will have trouble remembering how many times they've done it before. There have been novel innovations like the Gold Wing, not a big seller in this country but a smash hit in the States where obese is beautiful. Then came the CX500, possibly one of the ugliest motorcycles of modern times and certainly one of the most jinxed.

It would be naive to suggest that it was the early mechanical problems with their mid-weight V-twin experiment that drove Honda's design team back to more familiar ground for their 650 offering. I prefer to think it was a question of economics.

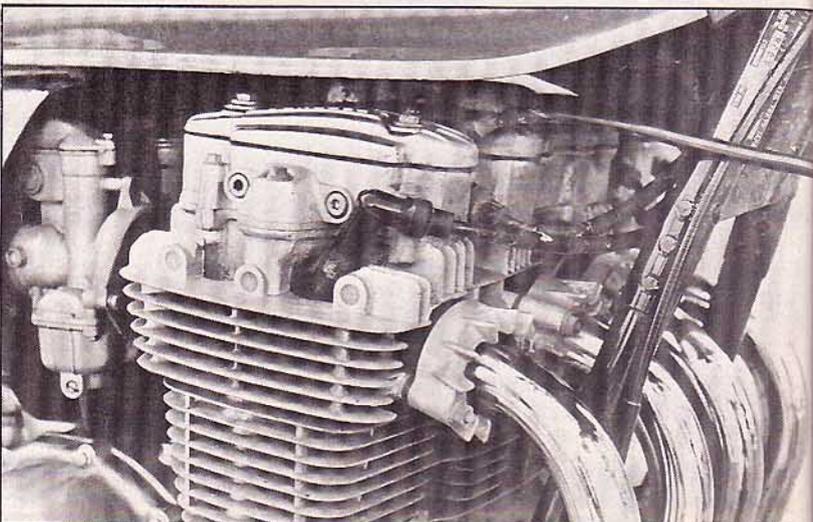
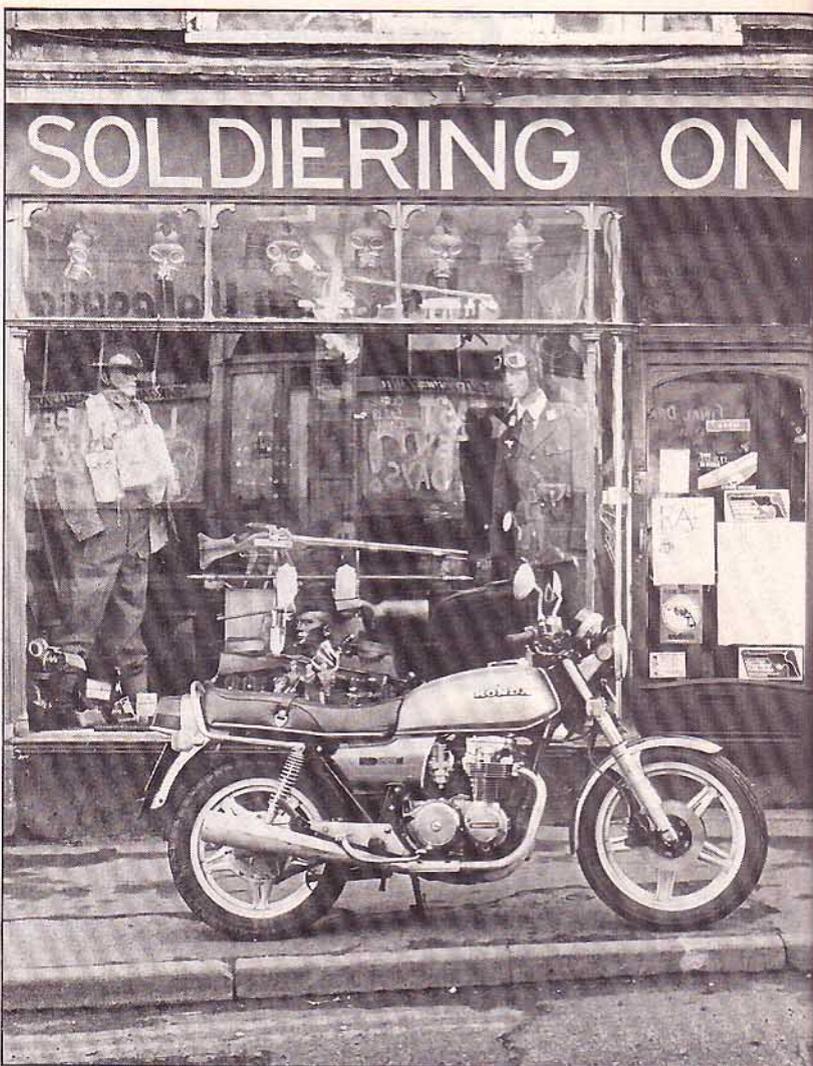
Basic economics tells us that if you are selling a product successfully in one package, you don't change it, unless you're sure you can do better with a fresh approach. Honda are plainly of the opinion that while their car-like engine units are still being bought there's no point risking a flop and let's not forget that the design does have a lot of very commendable features.

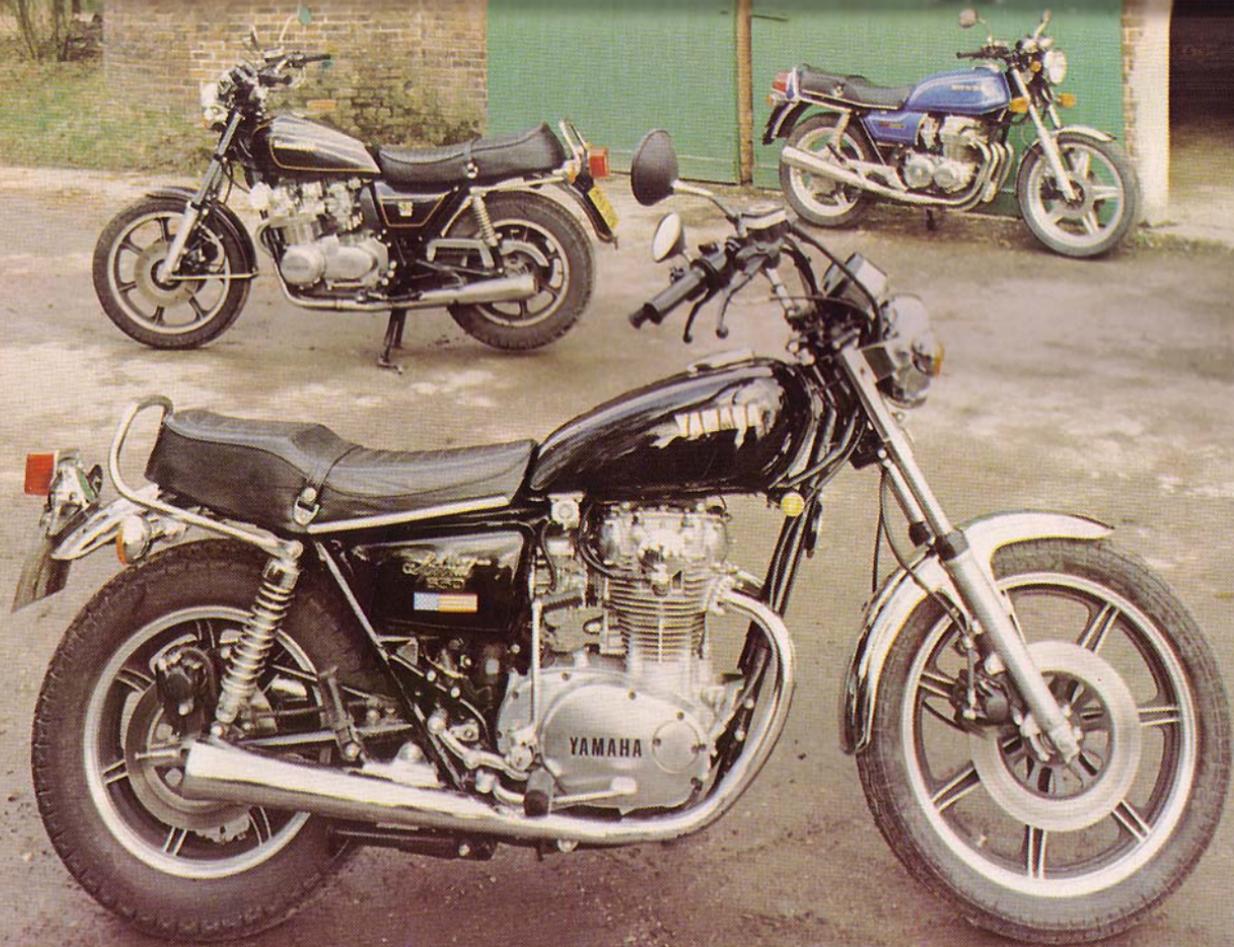
Information from Japan reaffirms this attitude because the CB650 is rolling off the same production line that latterly gave us the 550. Don't assume this means the new bike is just a bored-out 550; it's almost all new but with bores and studs in the same positions it saves on tooling costs.

How much of this saving has been passed on to us, the consumers, isn't clear but the 650 comes across the showroom floor at £1475 — £104 cheaper than the straight Kawasaki Z650C. That's pretty reasonable all round.

My first impression of the bike was how much it reminded me of the latest 750 Honda with its slightly rearset footpegs and flattish 'bars. This is a direct response to years of European criticism of the so-called American riding position where they prefer to sit - up - and - beg — and get blown to bits. It must be very galling therefore for the latest fashion in bike styling to glamorise the high-rise handlebar.

**Right:** Redesigned rocker covers are one sign of an all-new motor. Tacho drive, visible above the second plug, is poorly routed and gets blame for cable breaks.





# 650 Giant Test

After picking the bike up from Power Road, Honda's HQ, I headed straight for Norfolk and a quiet weekend in the country, but by the time I'd negotiated the perils of rush-hour on London's North Circular, my wrists were beginning to complain. No matter, a quick blast up the A11 and my neck was starting to ache, hot-damn. Now if I owned the bike I'd either raise or lower the bars to get the position just right for one sort of work and put up with the discomfort of the other. A bike that's never comfortable is just a pain in the ass, I mean neck, I mean wrists, well you know.

My second impression was that the bike was sluggish on pickup. Okay, so it seems strange to call a 119mph bike sluggish, but at almost any speed a quick snap of the throttle will be greeted by a bogging down of the motor before the revs gradually start to build up. Below 5000 revs there's a paucity of poke anyway but above that the trip to the 9500 redline is a fairly rapid one.

Back in Peterborough, this trait was underlined every time we (the office chapter) went out as a group on bikes, terrorising old ladies and biting the heads off jelly babies. In a vain attempt to become an ace roadtester, young Tim would give the Yamaha RD400E he was riding at the time a dose of the right wrists; not to be outdone I'd do the same but... ah well, then I've always had this right wrist trouble. Didn't impress the inhabitants of the local girls' school anyway.

It's difficult to attribute this reluctance to rev to anything in particular other than Honda's desire to produce another screaming multi. Still, as Alan Baker recently pointed out in his tuning feature on the Project SR500, you don't gain power at the top end without sacrificing flexibility at low revs — and power at the top end is certainly what the 650 has got.

With only two valves per cylinder and a single ohc, the power increase over the old 550 is quite remarkable. It's leapt by 13bhp to 63bhp at 9000rpm with maximum torque being pushed out just a thousand revs lower. The power step is due to enlarged valves, bigger carbs (though not the latest constant velocity type) and domed pistons with flattened crowns and valve cutaways. The valves get a bigger kick, too, from a high lift cam, and then there's the extra 100cc.

As with most modern multis, the 650 is slow to wake up in the mornings and since I live only three miles from the *Bike* office, it was hardly free of the handlebar mounted choke and certainly hadn't warmed up fully by the time I'd arrived.

So once you've wound the bike up to where the urge is, how does the motor respond? Well, not too badly but the five speed box is there to be used and you have to develop a slick line in footwork to keep the revs where you want them. A sloppy-looking linkage rusts happily on an alloy mounting plate by your left foot but appearances are deceptive and the arrangement works quite smoothly though it could quite easily develop slack.

On the other side of the bike a similar alloy plate carries the other footpegs and also the rear brake lever, which brings me, not very neatly, to the subject of the stoppers. Obviously we all want a bike that goes fast to be able to stop fast too but we also want more, for the power of the braking to be controll-

able, sensitive. Here Honda have made a good compromise, the twin 9½in discs on the front wheel can be used alone to feel the bike to a standstill. That's just as well, because the 7in rear drum locks up like Barclays, early and securely. This is more due to the leverage offered by an overlong pedal than to any foolishness in the unit itself but it's disconcerting to start with. If nothing else the Honda will increase your co-ordination because to get the best from it you need a quick left foot, delicate right foot and sensitive right hand. You can let the left hand do what it likes because a new clutch has been put in which has a commendably long, gentle action. You'd need to be totally bozoid, and then some, to louse up your clutch operation,

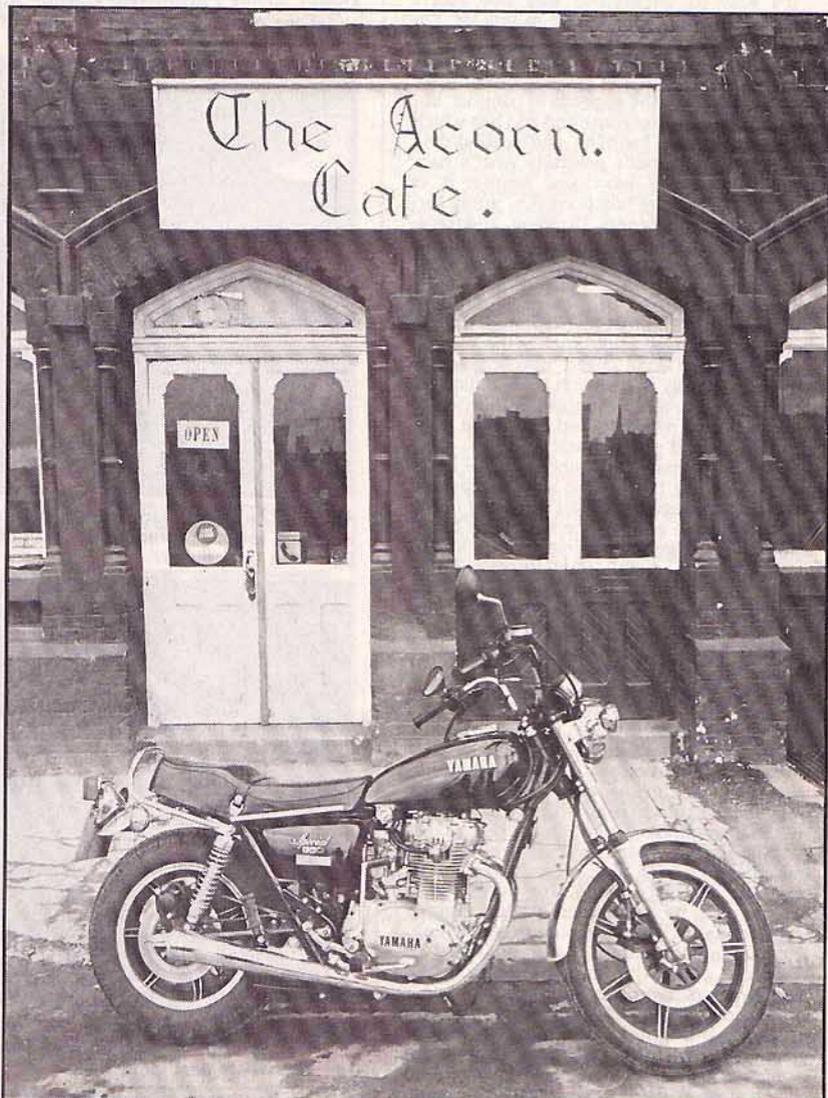
For a bike with a 119mph top speed, the average fuel consumption of 47.7mpg is good and can probably be credited to a slightly lean mix on the carbs coupled with careful work in the heads which are perfectly hemispherical (like a ball cut in half dummy).

The handling is without doubt good, not spectacular Ducati type good, but just good.

It's very easy to sit here and slate the product of some anonymous design team on the other side of the globe but maybe that's their trouble, they are on the other side of the world. On the other hand maybe the difficulty is the use of a design team rather than letting one man loose on the job, he may turn out the occasional pig, but it'll be an interesting one. They say the camel is a horse designed by a committee, Honda's CB650 is the Cortina of biking, your mother would like one.

What would Sonny Barger say? Not only does the establishment throw him in the slammer for something he didn't do, but they take the Angel's lifestyle and market it to the public like it was Punk. The latest Easy Rider chic to hit Britain comes with a brace of ready-built custom sickles put out by the perennial enemy of individualism, the Japanese bike industry. Ready-built custom bikes? ...

Simon Grey



# 650 Giant Test

## Yamaha XS650SE

## Kawasaki Z650SR

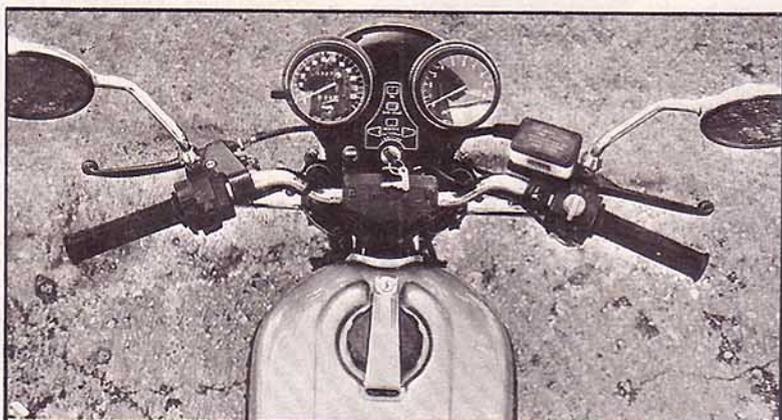
READY-BUILT CUSTOM BIKES? NOW there's a contradiction in terms and I'm willing to wager my place in the queue for Blondie tour tickets that few, if any, of the prospective buyers of either Kawasaki's Z650SR or Yamaha's XS650SE 'custom' bikes will leave them bogstock. It's an inherent part of the biker's perverse nature that he can't leave his bike alone — whether it's down to adding a carrier for practical purposes, or an all-enveloping plastic cocoon to shield off the weather, or going the whole hog and changing the layout of the basic functions.

It's easy to understand why boy racers (hum, have to include myself in this lot, I'm afraid) go for the clip-ons, rearsets and shorty humped seats. These changes actually improve control of the bike at out-of-town speeds though at the expense of comfort. But why go the opposite route and add bits which detract from the handling and roadholding abilities — and that's precisely what's happened with these two bikes. Neither is as good in its primary functions (i.e. going forward and round corners, stopping, and transporting the rider in comfort) as the original 'straight' bikes upon which they're based.

Don't get me wrong, I'm not denigrating other bikers' choice of motorcycle; I leave that to the contributors for 'Rapping'. It's just that there's no way a bike such as the Yamaha with its 43-inch wide raised 'bars is going to steer as precisely as one with 20-inch flats. So the whole argument in support of this type of bike lies in the nebulous and subjective areas of lifestyles and pose values.

Take the Yamaha first since it's the more extreme of the two — for which I applaud Yamaha's courage in at least believing in the concept they're selling. The XS650SE is based upon their largely underrated four stroke vertical twin — a real street sleeper. Short, dumpy, bell-ended exhausts issue a note which could have wised its way out of a hot setup Triumph twin — as could the feel and power delivery. Outwardly, it even resembles British big twins with the overhead cam's chromed oil feed passing up the front of the cylinders — a subtle way of covering up the lack of pushrod tunnels which gives the Triumph its distinctive appearance.

It's not a particularly quick engine but instead tuned to a sensible level which punches out gobs of usable torque from lowly revs that would have other engines — such as the Kawasaki — gasping. It's got a lazy feel that makes cruising nice 'n easy when you've no particular place to go. The sort of bike when you'd be content to potter along a warm country lane one summers evening, just fanning the motor along on a tad of throttle . . . this is beginning to sound like a Dubonnet ad. Even two-up, as I spend most of my riding miles, I found myself changing up earlier and earlier, holding onto fifth (top) gear right down to two grand revs when it still wouldn't be suffering from transmission snatch. Just as well really because the gear-



Above: Honda's instrument console with nicely shaped levers and switchgear. Fuses lie under the plastic cover centre; twin mirrors retain image sharpness; choke is easy to use and indicators are flexi-mounted.



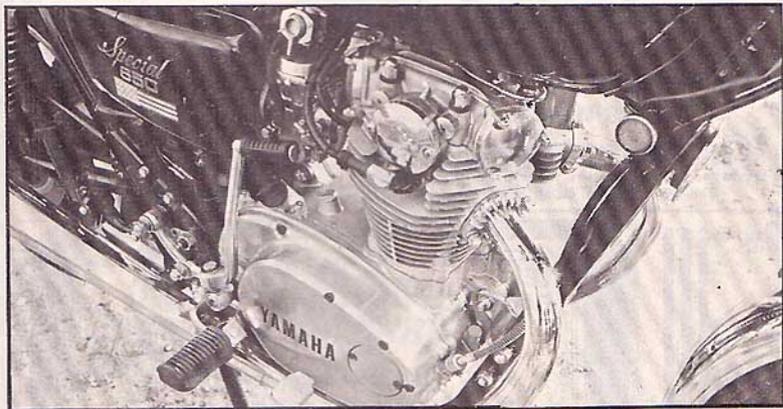
Above: Kawasaki's 'bars are halfway to cowhorns and a reasonable compromise for the none too serious tourer/poser. Small filler cap is guaranteed to spill petrol. Low level fuel light is in tachometer.



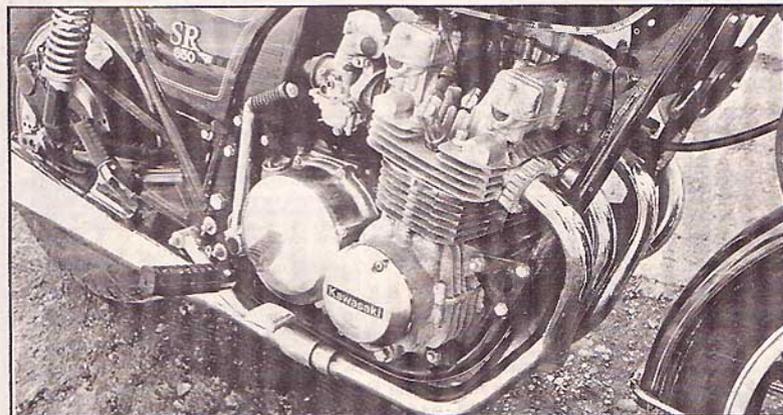
Above: Yamaha's full hog 'bars twist back on themselves in an effort to snap your wrists — or at least give a nasty sprain. Levers are nice; mirrors are specially mounted to avoid vibes and the whole deal looks trick.



Above: Nasty stick-on pinstripes emphasise the Kawasaki's angular shape which might otherwise be neat. The shape is deceptive and though the tank looks small it actually holds a good three gallons.



Above: Yamaha's four stroke vertical twin engine has a nice lazy feel and been around for a surprisingly long time. Unlike Brit twins there's an electric start (which works every time) to supplement the kickstarter.



Above: Kawasaki 650 mill is the well-proven dohc unit. Note the crossover exhaust pipes that must have baffled the pipebender to distraction. Result is a little more torque and an offbeat exhaust note.

box, unusually for Japanese bikes these days, was very poor being reluctant to slip out of gear.

Over those unprecedented sunny Easter hols (what, Easter in England dry? Never! What's the world coming too?), I started off on what promised to be a feast of weekend's riding full of enthusiasm for the effortless way in which the XS650 could be wafted along — a technique which dials in neatly with the laidback (literally) riding position. Jeez, I almost felt like Dennis Hopper when we accidentally drove along Eastbourne seafont. (Hate to admit it but South London Bikers Inc were threatening to expose my secret.) Still the Easy Rider image soon dispersed when I queued up with the other suckers for an ice cream.

Those massive high an' wide 'bars push you back so you're sitting bolt upright. There's rubber mounting blocks between the 'bars and yokes — there to absorb some of those vertical twin vibes — which may be okay for the standard flats but with the extra leverage afforded there's a good three inches of flex under heavy braking. There was never any threat of this being a hindrance to steering, just a bit disconcerting. One of the big advantages of getting 'bars like these fitted as standard though is that all the cables, hydraulics, etc, fit perfectly so there's none of the messing necessary should you buy a cheapo pair of cowhorns from Bodgit & Fixit.

By the time we got back to Peterborough on the Sunday night after 500 miles of sunshine biking over three days, that riding position had played havoc with mine and my pillion's back muscles. We had to give each other a good massage just to get the circulation going again . . . This even made me dig out the Company Car to get to Snetterton the following day for the opening round of the Roadrunner Champs. The riding position doesn't just get your back either. Hanging on to the 'bars for dear life gave me the overpowering impression that my wrists were being turned inside out as though Mick McManus had grabbed hold. All these aches and pains were even worse for my pillion — at least I had the knowledge of the road ahead, all the near misses, etc, to keep me occupied brainwave wise. All the ol' lady could think of was her bum and whether piles were as painful as she'd heard.

Despite the awkward riding position, the Yamaha was a firm office favourite while we had it 'cos it was simply such good pose value. Even wimps felt inspired to that 'Social Outcast — 'King of the Road' bit even if they were only nipping down to the post office. However, enthusiastic (read fast) riding is hard work for though the motor is well suited to the role of a custom grabber, the chassis needs improvement. Yamaha haven't made the necessary changes to the rolling gear that the altered weight distribution demands. Worst of all is the rear suspension. With so much weight over the rear wheel, there's a need for rear shox capable of absorbing more of the spine-jarring that passes through the standard Kayabas. They give just three inches of travel which is less than most 'straight' bikes when it really needs to be more, especially on what's laughingly referred to as roads in Britain. The spring rate, too, would seem to be inadequate with the dual rate spring covering 96-126lb. The lower limit

# 650 Giant Test



Above: Shortie silencer leaves the Yamaha's rear spindle clear and emits the nicest note. Dust on the 5.10in rear cover shows normal contact zone which drops sharply on cornering.

Below: Kawasaki claim 'On a tight country road the last thing you'll be impressed by is the styling'. So true. Is this Cool for Cats?

would be okay but it bottoms out even on the hardest preload setting — that's with two medium sized bods and no luggage.

The rear shox soon got hot and bothered with a considerable amount of wallowing as the damping fluid lost its effectiveness. The laidback weight distribution also leaves the front alarmingly light for cornering and it didn't take long to develop a riding style to avoid putting too much emphasis on front tyre grip. Not that the Yamaha couldn't be heeled over — by the end of the test, hero scratches had appeared on both footrests — but to maintain stability through a bend, it was beneficial to hold on the rear brake well into the turn and this aided the pivoting around the rear wheel contact point. That fat bob rear tyre didn't supply the traction I expected from such a wide section tyre either; both the Yam and the Kawasaki have these 5.10 x 16in rear tyres as a genuine claim to custom fame. They're supposed to absorb quite a few of the road shocks but if they did then that means the suspension is even worse than I thought.

However, there's more than the monster 'bars and fat tyres to the styling; there's the stepped seat which isn't as comfortable as a true King 'n Queen though its slim lines fit in better with the Yamaha's clean leanness. The whole bike exudes an admirable air of having had all the usual Jap flab being carved off though at 461lb dry it's still 60lb heavier than Triumph's custom Special.

Succulently braised all over in black, neat touches include the mirror flake tank finish, metal side panels for a change, and the subtle chrome plated bits around the engine such as external oil feeds — all adds to the impression of being a *real* engine. The petrol tank itself is a classic teardrop shape holding a mere 2½ gallons. That's quite adequate for the fuel consumption is meagre — under normal rid-

ing, the range would be about 150 miles; as much as your bum could take in one go. Over the Easter hols, it recorded from an amazing 67mpg when taking it very easy, down to 55mpg on the return journey while overtaking all the herds of suburban clones flocking home in their Concertinas. With a fairly low compression ratio (8.5:1) and the Japs' usual ingenuity in combustion chamber design, it'll run on two star happily.

It was only on that return journey that the engine's lack of poke became apparent. For most uses, the performance is adequate but there's just no point in revving above 7,000rpm since this is where the max power of 50bhp is developed. Even so, at 6,000rpm it was beginning to feel hurried with no great surge on the last thousand revs. It's not that there's any chundering vibration making high rpm uncomfortable — the opposite in fact — but it lacks the screaming urge of, say, the Kawasaki mill.

This is where the real difference between the Kawasaki and Yamaha is apparent. The Yamaha is happy up to 75mph — the riding position becomes too uncomfortable above this speed. The motor will zap up to 90-95mph in a normal sitting up position but it's hard work hanging on. The Kawasaki however, is much more mildly customised and consequently more comfortable in the 80mph plus zone. Even so, the standard Z650 is so good that I can't really see what Kawasaki hope to achieve with the SR — it's not radical enough to appeal to the pseudo-chopper fans (the Yamaha will steal those) and yet it's not as useful in everyday terms as an ordinary Z650 — a very fine bike indeed.

'Bars of the SR Kawasaki are the biggest difference from the Yamaha apart from the obvious obesity that goes with having four cylinders. The steering and roadholding is that much better than the Yamaha although it



# 650 Giant Test

also suffers from appalling rear shock absorbers that clunked and bottomed out even when riding solo. The steering geometry is actually improved in my own, very subjective, view by the smaller rear wheel and one-inch longer front forks combining to give more trail and a shallower head angle than the standard bike. If it had decent rear shox, it'd be a demon handler.

The Z650 lies in that happy state of not being as gross a multi as the 1000s or even most 750s but big enough to flatten out most of the bumps that pitch around lightweights. Consequently, it's sure-footed and precise in its ability to be shuffled into tight turns or long-sweeping bends with only low-level anxiety thoughts flashing through that part of your brain which hasn't been caught up in the adrenal rush. The higher 'bars make it a little less precise in selection and maintaining the right line but if you're into posing then that's a necessary price to pay. £1,649, that is.

The SR has few other changes from the standard Z650. The engine is the well-tried dohc oversquare high-revving unit that's damn nigh indestructible. The first ones were the quickest but recently, and this includes the SR, anti-pollution controls have brought the power outputs down a little. Looking through the spec sheets it's difficult to spot what exactly has been done but it seems likely that the Mikuni carbs have to be set leaner so's there's less unburned hydrocarbons finding their way through the combusive process. This also makes engines more cold-blooded on first starts of the day and the SR took at least five minutes jiggling around with the choke before it was running cleanly. This wasn't helped by having the top of the air filter box accidentally left off by Kawasaki — it wouldn't make much difference to a mixture that wasn't so finely set but on the SR, it knocked out a lot of the Z650's usual mid-range punch. As usual, this is a typical case of anti-everything controls causing more problems than existed originally.

The mid-range torque is actually supposed

to be slightly improved on the SR because of the crossover exhaust pipe arrangement which helps draw out the exhaust gases. They give a throaty edge to the exhaust note but, like the Yamaha, it's a very quiet bike and the most you'll ever hear as the rider is a rustling of valve gear when waiting at lights.

For all these performance-damping laws, the SR is still a powerful bike and speed-wise it'll walk all over the Yamaha — only to be expected from an engine pumping out 62bhp compared with one possessing a mere 50bhp (remember when it was only a good Bonnie that had 48bhp?). However, you don't get this extra zap for nothing and with the SR there's an extra few inches of bulk though, surprisingly, it weighs only an extra 16lb (dry) than the Yam. Fuel consumption is fairly good for a four with an average of 50mpg only dropping radically when the sensible side of the grey matter takes time off.

The other great step forward (and not before time) which Kawasaki have made with their latest generation of bikes is with these new disc brake pads which actually work in the wet. Imagine, a Kawasaki with a disc brake that works in the wet! As you'll read elsewhere this ish about their Z250, the sintered metal idea just . . . works, that's all you can say. No fade, no delay, no grabbing. Unfortunately, it's not possible for all you pre-'79 Kawasaki riders to go out and buy a set of the latest pads and slot them into the standard setup because they generate more heat during the retardation energy-transfer process. To cope with this heat, the caliper pistons have a thicker crown to help dissipate the heat and not pass it onto the brake fluid. So though it may be tempting to just swap pads, you'll have to go the full hog and get new pistons too. Kawasaki, naturally, are very cagey over the brakes because if they boast about how the new ones are effective in the wet, they're also admitting that the old ones weren't effective — and that could be admitting liability. Perhaps they ought to consider their responsibility towards these riders.

That's about all I can say without running into libel problems here!

Kawasaki haven't had the same courage in entering the custom bike market as had Yamaha — nor the same flair. The petrol tank of the SR is just nasty — a murky metallic purple with cheapskate stick-on pinstriping to enhance the shape of the 3-gal tank. There's the fat bob rear tyre of course but otherwise little to justify the American Sports tag. The characteristic seat tail is gone and replaced by a very comfortable long, deep dual seat and a substantial (hooray) grab handle. Now I hate riding pillion and whenever there's one of these cissy bars, I use it. Don't try if you're riding solo, though.

Both bikes are otherwise similarly equipped with usual Jap ancillaries, headlamps are reasonable on each though not as good as available on other models within each's range. The Yamaha XS650SE for instance has only 50/40 watt unit while the standard item used on their SR500 single is a magnificent 60/55 watt tree-burner. Switchgear is all easily found and used though the Kawasaki has a new warning light not seen before: yes, folks, we have the low fuel level warning light that comes on progressively as you approach the reserve tank. As if you weren't aware that you'd run out of petrol when you reached reserve, ho hum.

Which is it to be: Yamaha XS650E or Kawasaki Z650SR? Think about both very carefully and then think how much biking you do, and the sort of speeds you like to travel at. If you're honest with yourself and find yourself rarely going above 70mph, such as if you're a deep city dweller, then have few qualms. But if you're into going quickly or long distance jaunts with few stops, consider whether the pose value is worth the extra discomfort. On the other hand, if you're like most bikers (including myself), you've already fallen for the bike that takes your fancy and no amount of hard reasoning will shake your judgement. Ride On!

Dave Calderwood.



# CHECKOUT



## HONDA CB650

Engine .....	sohc four
Bore x stroke.....	59.8 x 55.8mm
Capacity .....	627cc
Compression ratio .....	9.0:1
Carburation .....	4 x 26mm Keihin
Bhp @ rpm .....	63 @ 9000
Max torque @ rpm.....	39.1ft/lb @ 8000
Primary drive .....	Hy-Vo chain
Clutch .....	Wet, multiplate
Gearbox.....	5 speed
Electrical system .....	12v alternator, 12ah battery, transistor ignition
Lighting .....	55/60w QH headlamp

## KAWASAKI Z650SR

dohc four
62 x 54mm
625cc
9.5:1
4 x 24mm Mikuni
62 @ 8000
41.2ft/lb @ 7000
Gear
Wet, multiplate
5 speed
12v alternator, 10ah battery, coil ignition
45/40w headlamp

## YAMAHA XS650SE

sohc twin
75 x 74mm
653cc
8.5:1
2 x 34mm Mikuni
55 @ 7000
43ft/lb @ 5500
Gear
Wet, multiplate
5 speed
12v alternator, 14ah battery, coil ignition
50/40w headlamp

### DIMENSIONS

Wheelbase .....	56.3in
Seat height .....	31in
Overall width.....	31in
Ground clearance.....	6in
Weight (full tank).....	469lb
Fuel capacity.....	3.96gal

56.5in
31in
33in
5.5in
496lb
3gal

57in
31in
43in
5.5in
476lb
2.5gal

### EQUIPMENT

Trafficators .....	Yes
Electric starter .....	Yes
Trip odometer.....	Yes
Steering lock.....	Yes
Helmet lock.....	Yes
Headlight flasher.....	Yes
Others .....	Comstar wheels, twin bulb rear light, mirrors

Yes
Cast wheels, twin mirrors, low fuel level warning light

Yes
Hi-Rise 'bars, twin mirrors, self-cancelling indicators

### CYCLE PARTS

Tyres	
(front).....	3.25 x 19in tubeless Bridgestone
(rear).....	3.75 x 18in tubeless Bridgestone
Brakes	
(front).....	2 x 9½in discs
(rear).....	7in sls drum

3.50 x 19in Dunlop
5.10 x 16in Dunlop
2 x 9in discs
9.5in disc

3.50 x 19in Yokohama
5.10 x 16in Yokohama
10.5in disc
10.5in disc

### PERFORMANCE

Top speed	
(prone).....	119mph (est)
(sitting up).....	106mph (est)
Standing ¼-mile.....	13.4sec (est)
Speedometer error	
(at indicated 30mph).....	29.4mph
(at indicated 60mph).....	58.7mph
Braking distance	
(from 30mph).....	28ft
(from 60mph).....	137ft
Fuel consumption	
(overall).....	47.7mpg
(ridden hard).....	43.2mpg

110mph (est)
100mph (est)
13.5sec (est)
25.93mph
54.55mph
30ft
140ft
51mpg
45mpg

105.6mph
96.1mph
14.3sec
31.6mph
58.5mph
40ft
153ft
60mpg
53mpg

PRICE .....	£1475
Guarantee .....	12 months, unlimited mileage
Supplied by .....	Honda UK Ltd., Power Road, Chiswick, London

£1649
12 months/12,000 miles
Kawasaki Motors (UK) Ltd., 748/749 Deal Avenue, Trading Estate, Slough, Berkshire

£1430
6 months/6,000 miles
Mitsui Machinery Sales, Oakcroft Road, Chessington, Surrey