CBR600 has been an integral part of the British sportsbike

scene. Many of us at some point have owned a 600, even if it was only until we could afford a bigger bike, and

over the last decade the CBR has been one of the most popular. But since the arrival of the RR in 2003, it has rather

under achieved in terms of vying for

the top 600 spot. It was just about the best bike in its first year, but in stock trim it hasn't managed to take the

honours since, thanks to the completeness of Kawasakis,

nuttyness of Yamahas and the



# Used Bike Guide HONDA CBR600RR





Our choice private: £4.750

Cheapest dealer: 2007, 19,000 miles, fsh, light cosmetic damage

2008, 2,100 miles, perfect cond, totally standard

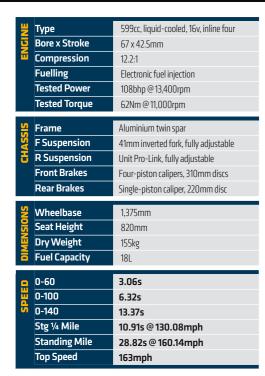
flexibility of the amazing Triumph. It has, however, remained a seriously good performer in the sale charts, no doubt helped massively by the bike's performance in race trim. It's won everything worth worrying about.

When you think the RR is rapidly approaching its eighth birthday, it's a bit of a disappointment that there's only been one serious update, which came in the form of the 2007 machine you see here. That said, the original RR was so far off the pace by the end of its life that this new bike literally felt like the MotoGP machine it's loosely based on in comparison. The first thing you can't help but notice is the result of the extreme diet Honda put it on. At a claimed 155 kilograms dry, which probably means no air in the tyres or gel in the battery, this CBR is still the lightest full speed race-rep to date.

It's that lack of weight that dominates the riding experience. When its predecessor burst onto the scene we couldn't believe how effortlessly it changed direction

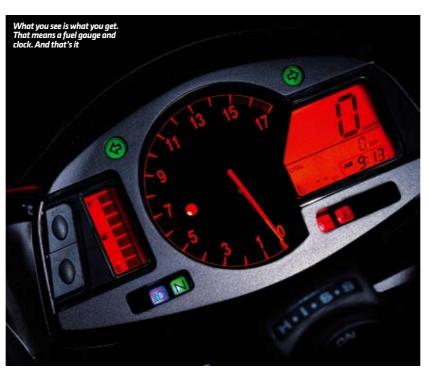












whilst still retaining a solid and stable feel. This new model makes that once admired machine feel like a Harley with a flat front tyre. Not only does it steer quicker than a house fly, but it feels so sweet and neutral that your confidence in the front end soars, be it on a bumpy B-road or sun drenched

four cylinder '600', which combined with that low weight, makes it feel as fit as the old 636cc Kwaks. As a middleweight roadbike motor it's only bettered by the excellent triple in the 675. The fuelling is top notch and with 108bhp at peak it's not like you'll get left behind when it's time to

## The new model made the old one feel like a Harley with a flat tyre

racetrack. In short it's stunning. Stability should be an issue with such fiery geometry, but Honda's party piece, the electronic damper, keeps things very calm without a hint of intrusion through the bars.

The little CBR's other trump card is the surprisingly full delivery from the 599cc motor. Gone are the days of needing a minimum of 11,000rpm on the tacho to make serious head way. She now pulls harder than any other

thrash it to the stops, either.

The suspension also cuts a very useful balance between road and track, never feeling flustered when pushing hard or when conditions are at their trickiest. The lack of mass also gives it an incredible slingshot

## **NSURANCE GUIDE**

**RIDER 1** 25-years-old, 3 years No Claims Bonus, licence held for 6 years, currently no points

TPFT EXCESS COMP EXCESS £256 £350 £385 £350

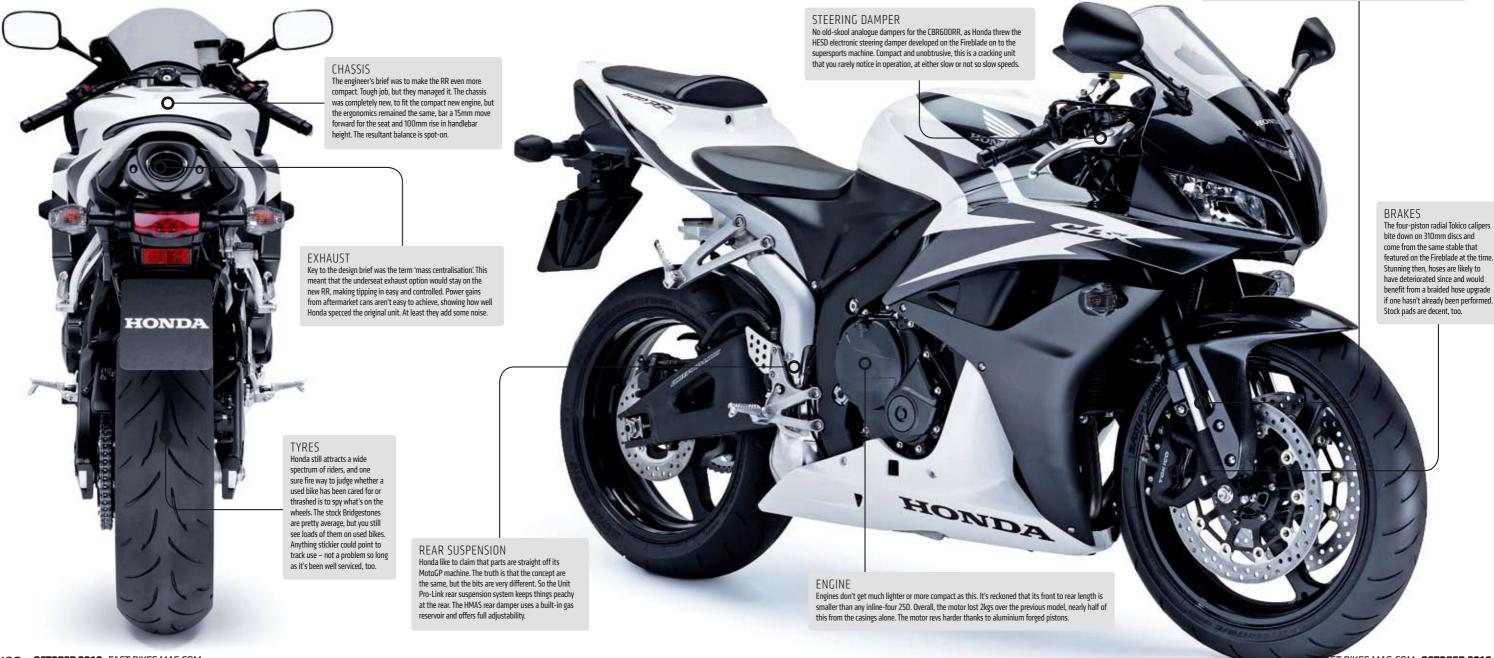
RIDER 2 35-years-old, 8 years No Claims Bonus, licence held for 12 years, currently no points

TPFT EXCESS COMP EXCESS £99 £350 £185 £350

Quote by Devitt Insurance Services **0800 200369** Get a quote online @ devittinsurance.com

### FRONT SUSPENSION

There's not much wrong with the 41mm inverted HMAS cartridge-type fork. The units themselves are the same as found on the previous model, but small internal changes were requested by Honda to improve feel, support and feedback. Coupled to the bike's weight and dimension, it makes the CBR600RR as nimble as you like.







## **ALSO CONSIDER THESE:**

## ZX-6R

2007

Private Dealer

Our favourite 600 of the day due to a more generous spec sheet and with more realistic used prices, it still offers far hetter value

110bhp @12,700rpm

599cc

59Nm @ 11,900rpm

2006

Private Dealer

A brilliant all rounder the GSX-R has no real faults but it feels a little bland compared to both the Honda and Kwak. Should be a bargain

599cc

103bhp @ 13,600rpm

58Nm @ 12,500rpm

2006

**Private** Dealer

If we're talking all rounders they don't come any better than the amazing 750. The great thing is, it's cheaper than the CBR, too. You'll pay more in insurance

Engine

122bhp @ 13,100rpm 74Nm @ 10,750rpm





## **RUNNING COSTS**

Service interval:

4,000 miles Minor 12,000 miles Major

Service cost (main dealer):

Minor £150.00 Major £250.00

£168.20 Top fairing: RH Engine casing: £171.64

Brake lever: £44.57

Thanks to Kent Motorcycles 01227 832601 Find them online @ kent-motorcycles.co.uk

feel mid-corner as it rails round the given radius and belts off in the other direction. Of course, as good as this RR is, it isn't perfect. Mechanically we have a few niggles, the first is the curious absence of a slipper clutch. While not such a big deal on the road, it hampers corner entry on track and, ultimately, lap times. The suspension, although decent enough, also lacks twin speed compression adjustment reducing the ability to fine tune for different tracks and the myriad of conditions on our road network - not to mention different rider shapes and styles. While we're noting the glaring omissions, where's the shift light, gear position indicator and lap timer? We know some might not be too bothered, but when you consider that

# Honda's build quality keeps prices up

the cheapest used example we could find worth having breaks the bank at four and a half grand, it would be nice to get some of the extras found on the very classy and £1000 cheaper ZX-6R of the same year.

There are reasons for the crazy residuals though. For a start, this bike is ostensibly the same machine as you'll find in a Honda showroom today with an even scarier £8,300 price tag slapped on it. There were minor updates to the motor and fairing in '09, but the only real difference is the first two numbers on the vellow board at the back. Also, Honda's famous build quality and reliability record keeps the prices up. We even found people wanting £5K for the old model, which if they get that for them should be arrested.

Judged against its peers, the 2007 RR might not offer obvious value for money, but we doubt anyone could buy one and not love it.

## Verdict

If it's compact and razor sharp you want, it's all here

