

# Used Bike Guide

## HONDA CBR600RR



**PRICE GUIDE:** £3,750 - £5,395

**Cheapest private:** £4,495  
2007, 11,000 miles, good condition, fsh

**Our choice private:** £4,750  
2008, 4,200 miles, fsh, Datatool alarm, mint

**Cheapest dealer:** £3,750  
2007, 19,000 miles, fsh, light cosmetic damage

**Our choice dealer:** £4,795  
2008, 6,400 miles, fsh, 3 mths warranty, pristine cond

**Ex-demo:** £5,395  
2008, 2,100 miles, perfect cond, totally standard

Nearly four years old, the CBR600RR is still brilliant. But as with every used Honda you'll have to pay a premium for a slice of the action

- Flexible roadbike
- Super lightweight
- Honda build quality



For over twenty years Honda's 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

The CBR600RR is loosely based on the RCV racer. Well, the celebrations are...



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

As light as a 155kg feather, there are few machines as nimble as this





<b>ENGINE</b>	Type	599cc, liquid-cooled, 16v, inline four
	Bore x Stroke	67 x 42.5mm
	Compression	12.2:1
	Fuelling	Electronic fuel injection
	Tested Power	108bhp @ 13,400rpm
	Tested Torque	62Nm @ 11,000rpm

<b>CHASSIS</b>	Frame	Aluminium twin spar
	F Suspension	41mm inverted fork, fully adjustable
	R Suspension	Unit Pro-Link, fully adjustable
	Front Brakes	Four-piston calipers, 310mm discs
	Rear Brakes	Single-piston caliper, 220mm disc

<b>DIMENSIONS</b>	Wheelbase	1,375mm
	Seat Height	820mm
	Dry Weight	155kg
	Fuel Capacity	18L

<b>SPEED</b>	0-60	3.06s
	0-100	6.32s
	0-140	13.37s
	Stg 1/4 Mile	10.91s @ 130.08mph
	Standing Mile	28.82s @ 160.14mph
	Top Speed	163mph



What you see is what you get. That means a fuel gauge and clock. And that's it



This is what the clever electronic steering damper looks like under the cover

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

### 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.



### CHASSIS

The engineer's brief was to make the RR even more compact. Tough job, but they managed it. The chassis was completely new, to fit the compact new engine, but the ergonomics remained the same, bar a 15mm move forward for the seat and 100mm rise in handlebar height. The resultant balance is spot-on.

### EXHAUST

Key to the design brief was the term 'mass centralisation'. This meant that the underseat exhaust option would stay on the new RR, making tipping in easy and controlled. Power gains from aftermarket cans aren't easy to achieve, showing how well Honda specced the original unit. At least they add some noise.

### TYRES

Honda still attracts a wide spectrum of riders, and one sure fire way to judge whether a used bike has been cared for or thrashed is to spy what's on the wheels. The stock Bridgestones are pretty average, but you still see loads of them on used bikes. Anything stickier could point to track use - not a problem so long as it's been well serviced, too.

### REAR SUSPENSION

Honda like to claim that parts are straight off its MotoGP machine. The truth is that the concept are the same, but the bits are very different. So the Unit Pro-Link rear suspension system keeps things peachy at the rear. The HMAS rear damper uses a built-in gas reservoir and offers full adjustability.

### STEERING DAMPER

No old-skool analogue dampers for the CBR600RR, as Honda threw the HESD electronic steering damper developed on the Fireblade on to the supersports machine. Compact and unobtrusive, this is a cracking unit that you rarely notice in operation, at either slow or not so slow speeds.



### BRAKES

The four-piston radial Tokico calipers bite down on 310mm discs and come from the same stable that featured on the Fireblade at the time. Stunning then, hoses are likely to have deteriorated since and would benefit from a braided hose upgrade if one hasn't already been performed. Stock pads are decent, too.

### ENGINE

Engines don't get much lighter or more compact as this. It's reckoned that its front to rear length is smaller than any inline-four 250. Overall, the motor lost 2kgs over the previous model, nearly half of this from the casings alone. The motor revs harder thanks to aluminium forged pistons.

## INSURANCE 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

Bike: **2007 - £5,000**

Quote by Devitt Insurance Services **0800 200369**  
Get a quote online @ [devittinsurance.com](http://devittinsurance.com)





There's nowt wrong with the Tokico stoppers...

### RUNNING COSTS

<b>Service interval:</b>	
Minor	4,000 miles
Major	12,000 miles
<b>Service cost (main dealer):</b>	
Minor	£150.00
Major	£250.00
Top fairing:	£168.20
RH Engine casing:	£171.64
Brake lever:	£44.57

Thanks to Kent Motorcycles 01227 832601  
Find them online @ [kent-motorcycles.co.uk](http://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

### ALSO CONSIDER THESE:

#### ZX-6R 2007

Private  
£3,800  
Dealer  
£3,800

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

Engine 599cc  
Power 110bhp @ 12,700rpm  
Torque 59Nm @ 11,900rpm



### 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 yellow 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 8/10

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

- SUPER LIGHT, SURPRISINGLY PUNCHY, LITHE
- NO ADDED EXTRAS, PRICE, SMALL

#### GSX-R600 2006

Private  
£3,900  
Dealer  
£4,000

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

Engine 599cc  
Power 103bhp @ 13,600rpm  
Torque 58Nm @ 12,500rpm



#### GSX-R750 2006

Private  
£4,200  
Dealer  
£4,300

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 749cc  
Power 122bhp @ 13,100rpm  
Torque 74Nm @ 10,750rpm

