



Right: Highly styled dual exhausts look good and sound good. Plus, the seat grab rails and most of the bodywork are color-impregnated to resist scratching. A nice subfender is standard.

Below: Wind protection and mirror placement are both excellent. The compact instrumentation is very complete but the circular bar tach is hard to read.

Above: Contrary to what we'd been told, the FZ6 uses just the left side for low beam and the right for high, so the overall illumination is not as excellent as we'd expected. We're not fond of the asymmetrical look, either.

Below: Based on the latest YZF-R6, the FZ's motor is the strongest in the class, but its six-speed trans is a little notchy both up and downshifting. The CF die-cast main chassis is very beautifully sculpted but its shape clashes with the box-section alloy swingarm and tubular steel subframe. A centerstand is stock... hooray!



Below: The FZ6's seat looks good but the shape didn't match our tester's anatomy and it's too thinly padded for the long haul riding—but that's not too hard to fix.



Above: Its stout 43mm forks are the same pattern as those on the bigger FZ1. And the wheels are the same super lightweight units fitted to the R6 for lower unsprung weight. Although the previous super-trick four-piston monobloc calipers have been replaced by two-piston Akebonos, the stopping power and feel are still very good.

### TESTERS' LOG

It's easy to see that Yamaha is very serious about the FZ6—it's an impressive package that should be a big hit.

While I found the seat a bit too firm for my liking, the distance between the seat and pegs was enough for a relaxed fit. And although the handlebars buzzed more than I would have preferred, my hands never went numb. The fairing mounted mirrors offer a surprisingly clear image at any engine rpm. Thank goodness for the small fairing; it makes long distance riding so much more comfortable by directing much of the oncoming wind away from your upper body. For me, a centerstand is a very desirable feature, and the FZ6 has one. It makes chain adjustment a snap and you can remove the rear wheel for tire changes without searching around to find something to prop the bike up with.

The fuel injection is pretty neat, too; a brief push of the starter button in the coldest weather brought the engine immediately to life. But I'm surprised that the fuel injected FZ6 is less economical to operate than the carbureted 599. Also, sometimes even a gentle roll-on of the Yamaha's throttle can be too abrupt.

The weakest link is its clutch. A couple of jackrabbit starts is all it takes to overheat the unit. And although letting it cool down allows it to work properly again, its engagement range was too narrow. But, all the nitpicking aside, it's a great value and a real hoot to ride. —Walt Fulton

I was initially disappointed to find the FZ1's fully adjustable suspension and monobloc four-piston calipers missing from the FZ6, but I have to admit, after spending time with it, you can't really find a reason to complain about what it has. And, although I warned friends that its R6-based motor would probably be gutless in the mid-range and require lots of revs to get under way, Yamaha has done a brilliant job to make a liar out of me. Overall, it's not only very attractive and fully equipped with features like an excellent fairing and a centerstand, making it a very versatile mount, but it is one of the most fun bikes we've ridden recently. Plus, it's actually very quick, too, if you ride it hard. This is a bike I'll be recommending to a lot of people. —Dave Searle

## 2004 Yamaha FZ6

### SPECIFICATIONS AND PERFORMANCE DATA

#### ENGINE

Type: Liquid-cooled, DOHC inline four, four valves per cylinder  
 Valvetrain: ..shim under bucket tappet  
 Size: .....600cc  
 Bore/stroke: .....65.5mm x 44.5mm  
 Comp. ratio: .....12.2:1  
 Fuel delivery: .....Group fuel injection  
 4 x 36mm throttle bodies  
 Exhaust: .....4-1-2

#### DRIVE TRAIN

Transmission: .....6-speed  
 Final drive: .....O-ring chain  
 RPM @ 65 mph/redline 5680/14,000\*  
 (\*claimed)

#### DIMENSIONS

Wheelbase: .....56.7"  
 Rake/trail .....25.0°/x3.8"  
 Ground clearance: .....5.9"  
 Seat height: .....32.0"  
 GVWR: .....875 lbs.  
 Wet weight: .....460.0 lbs.  
 Carrying capacity: .....415 lbs.

#### SUSPENSION

Front: .....43mm telescopic forks, non-adjustable, 5.1" travel  
 Rear: monoshock, preload adjustable 5.1" travel

#### BRAKES

Front: dual 298mm floating discs with two piston, single action calipers  
 Rear: ..single 245mm disc with single piston, single action caliper

#### TIRES & WHEELS

Front: .....120/70ZR17 Bridgestone Battlax BT020 on 3.50" x 17" wheel  
 Rear: .....180/55ZR17 Bridgestone Battlax BT020 on 5.50" x 17" wheel

#### ELECTRICS

Battery: .....12V, 12AH  
 Ignition: .....Digital TCI  
 Headlight: .....left side 60/55W, right side 55W high beam

#### FUEL

Tank capacity: .....5.1 gal.  
 High/low/avg. mpg: ....41.1/37.6/39.4

## CycleStats™

#### PERFORMANCE

Measured top speed .....136.0 mph  
 0-1/4 mile .....11.32 sec.  
 @ 118.01 mph  
 0-60 mph .....3.44 sec.  
 0-100 mph .....8.05 sec.  
 60-0 mph .....116.5'  
 Power to Weight Ratio .....1:5.36  
 Speed @ 65 mph indicated .....59.5

#### M/C RATING SYSTEM

EXCELLENT  
 VERY GOOD  
 GOOD  
 FAIR  
 POOR

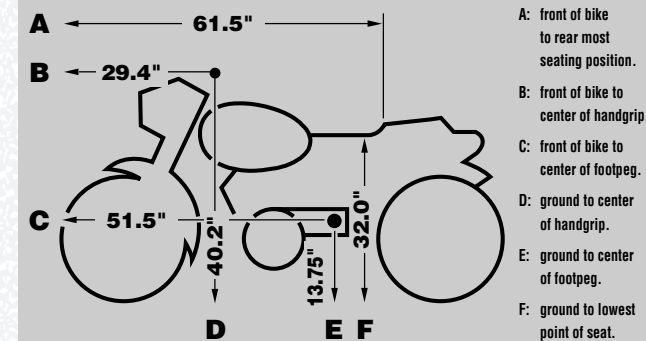
#### Middleweight Standard

Engine ●●●●○  
 Transmission ●●●●○  
 Suspension ●●●●○  
 Brakes ●●●●○  
 Handling ●●●●○  
 Styling ●●●●○  
 Riding Impression ●●●●○  
 Instruments/Controls ●●●●○  
 Attention to Detail ●●●●○  
 Value ●●●●○

OVERALL RATING ●●●●○



#### ERGONOMICS TEMPLATE



#### MISCELLANEOUS

Instruments: .....Central speedo w/ wrap-around LED tachometer, two tripmeters, clock, fuel gauge, water temp. gauge, and numerical tach readout  
 Indicators: ..Turnsignals, high beam, neutral

MSRP: .....\$6499  
 Routine service interval: .....3750 mi.  
 Valve adj. interval: .....16,000 mi.  
 Warranty: .....12 mo., unlimited miles.  
 Colors: .....Liquid Silver/Black, Galaxy Blue/Black

#### TEST NOTES

##### PICKS

- Best wind protection in the class, plus a centerstand
- Most powerful motor in the class—excellent performance
- Delightful handling that you only get in a middleweight

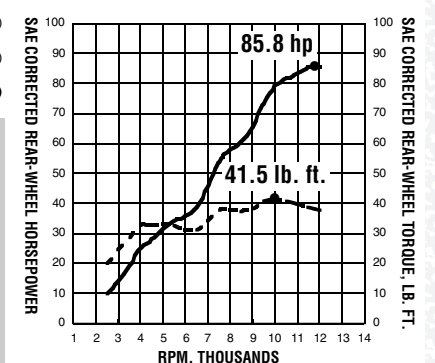
##### PANS

- The seat will become a painful distraction after 100 miles
- The perimeter-style tachometer display is hard to read
- Vibration at high engine speeds can be a bother to some

#### DYNAMOMETER DATA

Low end ●●●○  
 Mid-range ●●●○  
 Top end ●●●●

The FZ6 makes the most power in the "naked" 600cc class, and will run like a scalded cat if revved high, but it is surprisingly torquey and responsive at much lower engine speeds. Vibration makes itself felt at 6000-7500 rpm but is still tolerable.



#### STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	0.4	\$20 + \$13.95	\$24.00
Air Filter	0.8	\$35.95	\$48.00
Valve Adjust	2.5	\$91.55	\$150.00
Battery Access	0.5	MF	\$30.00
Final Drive	0.3		\$18.00
R/R Rear Whl.	0.5		\$30.00
Change Plugs	1.5	\$27.80	\$90.00
Synch EFI	1.5		\$90.00
<b>Totals</b>	<b>8.0</b>	<b>\$189.25</b>	<b>\$480.00</b>

Note: MCN Labor rate changed to \$60/hr. from \$54/hr. in May 2002