

# 2006 METRIC STANDARDS

## The '06 Lineup Looks Hot

**TOUGH CHOICES** — we got 'em. We're not talking about which bike to buy; you can't really go wrong these days. We're referring to what happens during all of our impromptu hallway meetings, where countless cups of coffee are consumed and individual bike characteristics are debated to determine one thing: Is it a standard or a sportbike? Or a tourer? What is a standard, anyway? Innocent passersby often get sucked into the discussions, and ultimately, everyone walks away thinking the others don't know a thing about motorcycles.

Look at what we have to work with here. Some of the standards are partially or fully faired (traditionally, a sportbike trait), yet retain comfortable ergos, mid-mounted controls, and an easy reach to the bars. Case in point: the Suzuki GS500F, a great starter bike with hardcore Gixxer looks that bears the traditional Suzuki standard GS badge. Then there's the all-new Kawasaki Ninja 650R (reviewed in April). Here, you've got the sporty Ninja nameplate on a comfortable bike with standard ergos. A sporty standard?

Another subject that rears its ugly head in our intercubicle arguments is that standards statistically make up the smallest segment of new bike sales. Yet the manufacturers keep

making them, the public keeps buying them, and the used bike market is healthy with them. Standards are, after all, pretty much how two-wheeled vehicles started out at the beginning of the last century. Yes, indeed, the dinosaurs are still around these days, and they're getting better all the time.

For '06, Honda revives its 599 with upside-down forks and a high-mounted exhaust (look for a full review in an upcoming issue). Fans of pushing their bikes hard should check out the revamped Yamaha FZ-1. It blurs the lines between sportbike and standard by picking up some serious sporty underpinnings, yet retaining the profile of the modern liter-standards. In the same category, and if you like exotic, expensive, and exclusive, the MV Agusta Brutale now comes with 909cc, instead of the previous 749. And for those in the not-so-young generation, you can relive your formative years with retro-looking bikes like the new Triumph Scrambler, the Ducati Sport Classics, and the Royal Enfield.

The word "standard" just can't contain all that's offered these days. Variety is the spice of life, after all. And as long as this holds true, one issue of *RoadBike* yearly will contain the hottest, most savory selection of unique, do-it-all standards you can buy.



Displacement	Engine	Fuel System	Compression Ratio	MFR Horsepower	MFR Torque (ft-lbs)	Final Drive	Wheelbase	Seat Height	Fuel Capacity	Dry Weight
<b>\$3,599</b>	<b>Honda Nighthawk 250</b> Excellent entry-level bike, with light weight and decent power									
234cc	Air-cooled vertical twin	Single 26mm CV carb	9.2:1	N/A	N/A	Chain	56.3"	29.3"	4.3 gallons	286 pounds
<b>\$2,999</b>	<b>Kawasaki Ninja 250R</b> Fun beginner's bike with upgrades: disc brakes and liquid cooling									
248cc	Liquid-cooled parallel twin	Dual Keihin CVK30 carbs	12.4:1	N/A	18.1 @ 10,000	Chain	55.1"	29.3"	4.8 gallons	304 pounds
<b>\$5,149</b>	<b>Suzuki GS500F</b> Has GSXR-inspired looks with rider-friendly comfort and power									
487cc	Air-cooled twin	Single Mikuni BSR34SS carb	9:1	N/A	N/A	Chain	55.3"	31.1"	5.3 gallons	397 pounds
<b>\$5,049</b>	<b>Kawasaki Ninja 500R</b> Combines sportbike styling, comfortable ergos, and usable power									
498cc	Liquid-cooled parallel twin	Dual Keihin CVK34 carbs	10.8:1	N/A	N/A	Chain	56.5"	30.5"	4.8 gallons	388 pounds

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<b>\$4,795</b> <b>Royal Enfield Bullet Sixty-5/Classic/Deluxe</b> Same motor; different styling cues, seats, and color schemes										
499cc	Air-cooled single	Single 28mm Micarb	6.5:1	22 @ 5400	25 @ 3000	Chain	53.5"	30"	3.8 gallons	370 pounds
<b>\$4,995</b> <b>Royal Enfield 500ES Electra X</b> All-new Lean-Burn engine offers lower emissions and more power										
499cc	Air-cooled single	Single 28mm Micarb	8.5:1	23 @ 5500	28 @ 3000	Chain	53.5"	30" (adjustable)	3.8 gallons	370 pounds
<b>\$7,399</b> <b>Honda 599</b> Returns for '06 with inverted forks and a new instrument panel										
599cc	Liquid-cooled inline four	Four 34mm flat-slide CV carbs	12:1	N/A	N/A	Chain	56.1"	31.1"	4.5 gallons	404 pounds
<b>\$6,799</b> <b>Yamaha FZ6</b> New for '06: improved finish on the fairing, frame, engine, and swingarm										
600cc	Liquid-cooled inline four	Group FI with 36mm throttle bodies	12.2:1	98 @ 12,000	46 @ 10,000	Chain	56.7"	31.5"	5.1 gallons	423 pounds
<b>\$7,495 / \$6,995</b> <b>Ducati Monster 620/Dark</b> The entry-level Monster offers light weight and a low seat										
618cc	Air-cooled L-twin	Marelli EFI with 45mm throttle body	10.5:1	63 @ 9500	41 @ 6750	Chain	56.7"	30.3"	3.6 gallons	370 pounds
<b>\$5,949 / \$6,449</b> <b>Suzuki SV650/S</b> Cult classic! Naked model has higher bars and a single headlight										
645cc	Liquid-cooled 90-degree V-twin	EFI with SDTV	11.5:1	N/A	N/A	Chain	56.7"/56.3"	31.5"	4.5 gallons	363/372 pounds
<b>\$6,299</b> <b>Kawasaki Ninja 650R</b> Comfortable and compact, with good midrange power										
649cc	Liquid-cooled parallel twin	DFI with dual 38mm throttle bodies	11.3:1	N/A	N/A	Chain	55.3"	30.9"	4.1 gallons	392 pounds
<b>\$8,490</b> <b>Moto Guzzi Brevia V750 IE</b> A lighter, more affordable package than the liter-sized Brevia										
744cc	Air-cooled 90-degree V-twin	Weber-Marelli EFI	9.6:1	48 @ 6600	43.5 @ 3000	Shaft	57"	30"	4.5 gallons	401 pounds
<b>\$7,099</b> <b>Kawasaki Z750S</b> Offers great all-around performance and touring-friendly features										
748cc	Liquid-cooled inline four	DFI with four 34mm throttle bodies	11.5:1	N/A	55 @ 8200	Chain	56.1"	32.1"	4.8 gallons	430 pounds



NEW MODEL!

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<b>\$7,499/\$6,999</b> <b>Triumph Bonneville/Black</b> Combines classic styling, nimble handling, and smooth power										
790cc	Air-cooled parallel twin	Dual carbs w/throttle position sensor	9.2:1	61 @ 7200	44 @ 6000	Chain	59.1"	30.5"	4.4 gallons	451 pounds
<b>\$8,995/\$8,495</b> <b>Ducati Monster S2R/Dark</b> SR Monsters have a meaner look, sportier chassis, and more power										
803cc	Air-cooled L-twin	Marelli EFI with 45mm throttle bodies	10.5:1	77 @ 8250	54 @ 6500	Chain	56.7"	31.5"	3.6 gallons	381 pounds
<b>\$7,999</b> <b>Triumph Scrambler</b> A go-anywhere machine with a torquey motor and DOT knobbies										
865cc	Air-cooled parallel twin	Dual carbs w/throttle position sensor	9.2:1	54 @ 7000	51 @ 5000	Chain	59.1"	32.5"	4.4 gallons	451 pounds
<b>\$7,999</b> <b>Triumph Thruxton 900</b> Bringing the past into the present, café-racer style										
865cc	Air-cooled parallel twin	Dual carbs w/throttle position sensor	9.2:1	69 @ 7200	53 @ 6400	Chain	56.7"	31.1"	4.2 gallons	451 pounds
<b>\$8,199</b> <b>Triumph Bonneville T100</b> Sports a throaty pipe, snappy motor, and '60s speedster looks										
865cc	Air-cooled parallel twin	Dual carbs w/throttle position sensor	9.2:1	66 @ 7200	52 @ 6000	Chain	59.1"	30.5"	4.4 gallons	451 pounds
<b>\$14,495/TBD</b> <b>MV Agusta Brutale 910S/R</b> R model has race-spec components and custom graphics										
909cc	Liquid-cooled inline four	Weber-Marelli multipoint EFI	13:1	136 @ 11,000	70.8 @ 7900	Chain	55.5"	31.7"	5 gallons	408 pounds
<b>\$8,399</b> <b>Honda 919</b> Offers sportbike-derived performance and street hooligan styling										
919cc	Liquid-cooled inline four	Programmed EFI	10.8:1	N/A	N/A	Chain	57.5"	31.3"	5 gallons	428 pounds
<b>\$8,499</b> <b>Kawasaki Z1000</b> Has an aggressive look and even more aggressive performance										
953cc	Liquid-cooled inline four	DFI with four 38mm throttle bodies	11.2:1	N/A	70.5 @ 8000	Chain	55.9"	32.3"	4.8 gallons	437 pounds
<b>\$9,995</b> <b>Ducati Monster S2R 1000</b> The most powerful air-cooled Monster in the lineup										
992cc	Air-cooled L-twin	Marelli EFI with 50mm throttle bodies	10:1	95 @ 8000	69 @ 6000	Chain	56.7"	31.5"	3.6 gallons	392 pounds



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<b>\$11,495/\$14,995</b>										
<b>Ducati Sport 1000/Paul Smart 1000 LE</b> Styling and components are drawn from the racing heritage										
992cc	Air-cooled L-twin	Marelli EFI with 45mm throttle bodies	10:1	92 @ 8000	67 @ 8000	Chain	56.1"	32.5"	3.9 gallons	394/398 pounds



<b>\$8,599</b>										
<b>Suzuki SV1000S</b> Offers great low- to midrange power and fully adjustable suspension										
996cc	Liquid-cooled 90-degree V-twin	EFI with SDTV	11.6:1	N/A	N/A	Chain	56.3"	31.5"	4.5 gallons	412 pounds



<b>\$13,495</b>										
<b>Ducati Monster S4R</b> Boasts a Superbike-derived motor and frame, and Brembo brakes										
996cc	Liquid-cooled L-twin	Marelli EFI with 50mm throttle bodies	11.6:1	117 @ 8750	73 @ 7000	Chain	56.7"	31.5"	3.9 gallons	399 pounds



<b>\$9,099</b>										
<b>Yamaha FZ1</b> Revamped for '06 with more power, less weight, and fully adjustable suspension										
998cc	Liquid-cooled inline four	EFI	11.5:1	150 @ 11,000	78 @ 8000	Chain	57.5"	32.1"	4.8 gallons	438 pounds



<b>\$12,999</b>										
<b>Aprilia Tuono 1000R</b> '06 brings more refinement, more power, and the raciest styling yet										
998cc	Liquid-cooled 60-degree V-twin	Multipoint EFI with 57mm throttle bodies	11.8:1	133 @ 10,000	75 @ 8750	Chain	55.5"	31.9"	4.8 gallons	408 pounds



<b>\$14,995</b>										
<b>Ducati Monster S4Rs</b> Features a Testastretta engine, Öhlins suspension, and Brembo brakes										
998cc	Liquid-cooled L-twin	Marelli EFI with 50mm throttle body	11.4:1	130 @ 9500	77 @ 7500	Chain	56.7"	31.5"	3.6 gallons	390 pounds



<b>\$9,999</b>										
<b>Triumph Speed Triple</b> Has a powerful motor, great suspension and brakes, and bad-to-the-bone styling										
1050cc	Liquid-cooled inline triple	Multipoint sequential EFI	12:1	128 @ 9100	78 @ 7500	Chain	56.1"	32.1"	4.7 gallons	416 pounds



<b>\$12,490</b>										
<b>Moto Guzzi Brevia 1100</b> Nimble enough for town riding, comfortable enough for touring										
1064cc	Air-cooled 90-degree V-twin	Weber-Marelli EFI	9.8:1	91 @ 7800	70 @ 6000	Shaft	58.7"	31.5"	6.3 gallons	514 pounds



<b>\$14,300</b>										
<b>BMW K1200R</b> The most powerful naked bike on the market. And it looks sick, too										
1157cc	Liquid-cooled inline four	EFI	13:1	163 @ 10,250	94 @ 8250	Shaft	62.2"	32.3"	5 gallons	465 pounds