

# 2020 Yamaha YZF-R6

Essential supersport performance in a lightweight, pocket-size package.

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2020 Yamaha YZF-R6 *Yamaha*

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Some say the 600cc supersport class is dead, that it has left the station never to return. Detractors argue modern-day motorcyclists don't want racy ergonomics, a top-end-focused powerband, or anything less than 150 hp measured at the rear wheel. Well, perhaps they should ride the latest-generation Yamaha YZF-R6 to remember why middleweight sportbikes were—and *remain*—so special. And why the R6 owns a big chunk of the trackday pie.

Unlike many smaller-displacement sportbikes that have an air of soft-edge civility, the R6 is pure race replica with trick bits to match. The engine boasts titanium valves, ceramic-composite-plated cylinder bores, and magnesium cases. With a 16,500-rpm redline, the R6's

key components need to be strong, slippery, and light. There is, as a matter of fact, a replacement for displacement: light weight.



2020 Yamaha YZF-R6 *Yamaha*

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To that end, the R6 also has a magnesium subframe, a titanium muffler, and an aluminum fuel tank. The electronics package features six-level traction control, including “off,” and three-way-adjustable throttle response. A slipper clutch and variable-length intakes further evince the single-minded pursuit of middleweight performance. The Yamaha YZF-R6, significantly updated three years ago, is a quintessential example of the breed.

## **2020 Yamaha YZF-R6 Reviews, Comparisons, And Competition**

[First Ride Review: 2017 Yamaha YZF-R6](#)

## 2017 Yamaha YZF-R6 Review



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## Manufacturer Claimed Specifications

Price	\$12,199
Engine	Liquid-cooled, DOHC, four-cylinder
Displacement	599cc
Bore x Stroke	67.0mm x 42.5mm
Horsepower	N/A
Torque	N/A
Transmission	6-speed
Final Drive	Chain
Seat Height	33.5 in.

Rake	24.0°
Trail	3.8 in.
Front Suspension	43mm fully adjustable; 4.7-in. travel
Rear Suspension	Fully adjustable; 4.7-in. travel
Front Tire	120/70-17
Rear Tire	180/55-17
Wheelbase	54.1 in.
Fuel Capacity	4.6 gal.
Claimed Wet Weight	419 lb.