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Hyosung offers cool new ride

two wheels

Craig Duff



VALUE FOR MONEY: Hyosung's GT650 S.

small torque

Hyosung GT650/GV650

Price: From \$7990 to \$9990

Engine: Liquid-cooled 647cc V-twin

Power: 59kW at 9250 revs (40kW in LAMS configuration)

Torque: 67Nm at 7250 revs

Transmission: Five-speed, chain drive (GT) belt drive (GV)

Fuel tank: 17 litres (GT) 16 litres (GV650)

Seat height: 790mm (GT) 705mm (GV)

Dry weight: From 196kg (GT650) to 220kg (GV650)

Warranty: Two years/unlimited km

www.hyosung.com.au

THE bold "EFI" decals give some idea of how highly Hyosung Australia rates its fuel-injected model range for 2010.

For years the South Korean-built bikes have endured the "you-get-what-you-pay-for" tag. Now with a modern bike and the same prices, Hyosung is hoping that tag will be seen as a compliment.

There was nothing wrong with the carburettor-fed earlier models... other than the fact they had a carbie when their rivals had fuel injection.

There's also no doubt fuel injection has seriously improved the Hyosung's power delivery, with a consistent response any time you open the throttle.

The system was sourced from parent company S&T and Hyosung Australia Simon Gloyne says it is a hi-tech multi-channel unit.

"It can download updated (engine) tunes just like the Triumphs," Gloyne says. S&T also produces the dash on the bikes, which features an analogue tachometer and digital LCD display in place of the digital LED screen. Given the target market is for cash-conscious or learner riders, I'd like a display showing what gear I'm in, but that's a minor gripe.

The chassis and suspension set-up is spot on. A fact repeatedly pounded home on our test ride over the repatched potholes that make up

the road from the New South Wales towns of Stroud to Dungog.

There's 59kW and 67Nm on offer in the regular bikes and on most roads you don't need much more. Enjoy yes, but not need.

The LAMS-approved versions of the bikes are scaled down to 40kW, but that's a massive 15kW more than learners had with the carbies. It's a safe bet that won't hurt sales.

There are three models in the GT650 range, starting with the naked bike, then the semi-faired S and the fully-faired R.

The GV650 cruiser gives a more laid-back option in terms of riding style and on the road will only lose ground if you're running through seriously tight turns. And then only because you'll back off when you hear your footpeg grinding into bitumen!

The bikes have had a cosmetic tidy-up for 2010 with a cleaner rear housing the tail light and indicators, a set of grab bars with bars to tie luggage down on — and those EFI decals to let the world know you're riding a new Hyosung.

And you can comfortably shout out that fact because there's not much else that can match the brand in value-for-money stakes.

They now do even better at holding their own on the road.