



AMCN BIKE LAUNCH
HYOSUNG GV650C & GV700C

■ TEST KELLIE BUCKLEY ■ PHOTOGRAPHY LOU MARTIN

UNsung HYOS

Bigger, better, faster, stronger, but Hyosung's new cruisers are still the same price


MOTOR CYCLE
CONTENDER

AMCN /40



1. Neat radiator is well hidden by huge front guard
 2. Quality of finish has improved dramatically over the years
 3. The wide range of journos present were rather impressed with the GV range
 4. Rear suspension is pretty basic



When major Hyosung distributors from all over the globe got together in March 2009, they told the Korean motorcycle manufacturer, S&T Motors, that they wanted a larger-capacity cruiser with looks similar to the GV250. Less than two weeks later, Hyosung Australia was viewing preliminary design drawings from the factory and providing feedback on that very request. And just six months after that, the latest offering from Hyosung, the GV700C, was sitting in the exhibition hall at the world's largest motorcycle show – Milan's EICMA. This brand means business.

The problem facing Australian Hyosung importer PS Imports, however, was that the new, bigger machine would not be LAMS compliant, as engine capacity had grown to 678cc – above the 660cc cap imposed

on LAMS machines. PS Imports raised its concerns with S&T Motors and a 650cc version of the new GV was created – purely for the Australian market.

In what has been the norm for the Korean brand over the last 12 months or so, both the GV700C and the GV650C have stepped up to the plate in terms of build quality, finish and ride quality.

Both machines are essentially the same, bar the 3mm longer stroke on the GV700C and a slightly different clutch cover, and despite the attached LAMS tag on one, both machines are also very similar in terms of power output.

Surprisingly, the LAMS-approved 650 version has a higher power output than the larger-capacity 700, with the 650 putting out a claimed 47kW at 8250rpm against the 700's 46kW at a slightly earlier 8000rpm. And that makes the GV650C the most powerful learner-approved motorcycle on

the market. Torque, however, is 58Nm for the 650cc version at 7500rpm compared with 64Nm at 7000rpm for the GV700C.

Both bikes are powered by a liquid-cooled 90° DOHC V-twin with electronic fuel injection. The V-twin is very flexible – equally as happy to plod, cruise and rev – and there were many times when I opted for a lower gear than I would usually choose, especially in a five-speed gearbox, simply because the upper region of the rev range was less lumpy and more responsive.

I found the 650C slightly more engaging to ride than the 700C version – the 650 version has higher power and torque up until around 6500rpm, before the 700C version takes over due to its longer stroke.

Electronically, the machines both get an all-new Delphi ECU, coils, fuel injectors and MAP sensors, replacing the previous in-house developed electronics. The fuelling felt a little snatchy and it was difficult to



NAME GAME

The 2011 GV700C was tipped to be dubbed the Hyosung ST7 and, in every other market other than Australia, it is. Hyosung Australia felt that that too much time and money had gone into developing the Aquila moniker, and commented that owners would never refer to their ride as a GV, but an Aquila. So the chrome Aquila badges remain on models imported to Australia: the GV650C Aquila Classic; the GV700C Aquila Classic; and the original GV650 Aquila Sport.

The LAMS-approved 650 version has a higher power output than the 700

maintain a smooth throttle, especially during low-speed traffic scenarios.

But Hyosung being Hyosung, in less than two weeks after we rode the bikes and gave feedback, the following email popped up in my inbox, from Hyosung's brand manager Simon Gloyne.

"One of the few criticisms to come out of the launch was the transition from closed throttle to open throttle at low speed," Gloyne said. "The factory has released a software update for the ECU to smooth out and soften this transition so it is more like the fuelling of the EFI on GT models that many of you tested and admired last year. This means that Hyosung dealers can upload the revised tune to existing stock of bikes and for bikes already sold to customers."

Issue identified and fixed, just like that.

Another practical attention to detail is the three-way adjustable footpegs – a very welcome find for me and my 164cm stature. The longest reach for me was uncomfortable over time and I found myself locking my toes underneath the brake and gear levers in a bid to reduce the effort I was expelling to simply keep them there.

The middle position was still a stretch and the closest – when I eventually found a bike that had the setting – was heavenly, and completely changed the characteristics of the bike. Luckily, the discovery coincided with some tight and twisty roads. With my new-found footpeg input and 160mm of ground clearance, the bike instantly changed from an everyday, able cruiser to a fun, agile



BLING BITS

Both models come with a plethora of optional extras that will have your GV looking the part. These include a cruiser muffler, hard case panniers, tinted windshield, backrest, engine guards, soft panniers and fancy footboards.



SIDE-BY-SIDE

Here's a look at the GV650C next to its nearest rival, Yamaha's XVS650A. They are both LAMS-approved.

	GV650C	XVS650A
Donk	90° DOHC	70° SOHC
Power	47kW	29kW
Fuelling	EFI	Carburettor
Cooling	Liquid	Air
Front Brake	Four-piston	Two-piston
Rear Brake	Disc	Drum
Price	\$9990	\$10,990





Front suspension is a solid pair of conventional 41mm tubes combined with a 33° steering rake

and almost sporty ride.

In fact, of the 10 folk on a spirited push through the famous Adelaide hills, not one person managed to scrape the 'pegs on any of the machines –impressive by cruiser standards.

Front suspension is a solid pair of conventional 41mm tubes combined with a 33° rake matched with simple dual shock absorbers at the rear that are preload adjustable only. The front-end felt light, but very compliant, and is probably a result of the 229kg (dry) machine having a rear-end weight bias of 55 percent.

The seat height is super-low at just 690mm, the tank is a decent size at 17 litres and the bike itself is almost two-and-a-half metres long – certainly not your average learner bike.

Plenty of newcomers who buy this LAMS-approved cruiser won't feel the need to upgrade

to a bigger bike when their unrestricted licence is issued – an upgrade that would have more than likely occurred with the GV650 predecessor, which is still available and has been renamed GV650 Sport to avoid any confusion.

Take a walk around the bike and you'll be pleasantly surprised to see what less than \$10k can buy. Attention to detail is a big step forward for the brand. Instruments are a traditional-looking tank-mounted units with a digital readout of the odometer, two tripmeters, a clock and a fuel gauge. Smoked indicator lenses, red stitching on the seat, deep lustrous paint finish and valanced guards give an overall finish that exceeds expectations for the price.

Hyosung has really asserted itself as an affordable force to be reckoned with on the Australian market. 🍀



1. Tank-mounted indicators are neat
2. Rear guard is huge, but indicator set-up looks good.
3. Peg position isn't ideal for shorter riders



ENGINE

Configuration 90° V-twin
 Cylinder head DOHC, four valves per cylinder
 Capacity GV700C: 678cc
 GV650C: 647cc

Bore 82mm
 Stroke GV700C: 65mm
 GV650C: 62mm

Compression ratio 11.6:1

Ignition Electric

Cooling Liquid

Fueling EFI, 2 x 39mm S&T throttle bodies

Oil capacity 3.8L

TRANSMISSION

Type Five-speed

Primary drive Gear

Clutch Wet

Final drive Belt

CHASSIS

Frame material Tubular steel

Frame layout Cradle

Rake 33°

Trail 142mm

Wheelbase 1690mm

RUNNING GEAR

Suspension

Front: 41mm fork, no adjustment, 130mm travel

Rear: Twin shock, adjustable preload, 90mm travel

Wheels 13-spoke, aluminium alloy

Front: 16 x 2.75 Rear: 16 x 4.0

Tyres Dunlop D404

Front: 120/90 16 (67H)

Rear: 170/80 15 (77H)

Brakes

Front: 300mm disc, four-piston caliper

Rear: 270mm disc, single-piston caliper

DIMENSIONS

Weight 229kg (dry, claimed)

Seat height 675mm

Max width 960mm

Max height 1135mm

Fuel capacity 17L

PERFORMANCE

Power 46kW @ 8250rpm

Torque GV700C: 64Nm @ 7500rpm

GV650C: 58Nm @ 7500rpm

Top speed 160km/h (est)

CONTACT & SALE INFO

Testbike PS Importers

Contact www.hyosung.com.au

(03) 9381 9733

Colour options Black, Pearl Candy Red or

Pure White

Warranty 24 month, unlimited km

Price \$9900