

FIRST RIDE

2014 Yamaha

# Yamaha Hunkers Down on the NEW SUPER 10

by Scott Breauxman

Yamaha's highly anticipated U.S. debut of the modern era Super Tenere last year was met with mixed responses as well as a few gripes.



# SUPER TENERE ES



Engineers listened closely to feedback and went right back to the design room to refine the machine. The result was a “late-release” 2014 model featuring more than a dozen minor refinements that, in sum, adds up to a markedly better performing machine. When you’re competing against the market-share-leading *BMW R1200GS*, you’ve only got one, maybe two chances to make a lasting dent. *Yamaha* responded to the challenge while adding new standard features and a suite of optional accessories. The *ES* model now comes with electronically controlled suspension and heated hand grips.

Riders from 2013 asked for a more exciting low end and the new bikes are noticeably zipper in *S* mode (Sport). Starting deep within the power plant, an increase of 2 hp results from a change to the intake/exhaust ports, new piston rings and change to the header pipe. The clutch dampener was changed from spring type to rubber, reducing noise and vibration. We felt the improved power character and smoothness the engineers were shooting for with the 2014 enhancements.

The new forks’ inner cylinder piston rod is changed from steel to aluminum and longer travel for off-highway use, while the adjustability for the *ES* model offers more than 80 different suspension adjustment combinations. The standard rear shock (7.5-inch travel) has a “no-tools” preload adjuster, while the *ES* model adjusts electronically with the remote toggle switch at the rider’s left fingertips.

Ergonomics are improved for comfortable on-road riding with a new anodized aluminum handlebar that brings the handgrips 10mm closer to the rider. This is a tradeoff when the bike leaves the pavement, however. Adding to rider comfort are rubber dampeners under the bar-mount posts that absorb engine



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vibration, and removable rubber foot peg inserts that should be pulled for any serious off-road use, especially in wet conditions. Ergonomics are further customized with an adjustable seat height range of +/-25mm and modular rear luggage platform.

A host of minor revisions add up to a well refined contender in the 1200cc ADV segment. An easy-adjust windscreen rises and lowers within a 5-inch range and is accented by improved airflow beneath the screen to reduce helmet buffeting. An added GPS mounting bar comes standard now, allowing for a variety of personalization options for navigation and electronic devices. The new aluminum kickstand not only works much better but is an aesthetic enhancement.

#### **Summary**

Yamaha's own research shows an 88% on-road usage trait among *Super 10* buyers, which leads engineers to position the new model toward on-road capability. Thus, the late-release 2014 *Super 10* is

every bit a road machine built for comfort. Heaviest in its class, however, this *Super 10* scrubs points in the off-road department but only when the graded dirt road ends. As tested on smooth dirt and some rough jeep trails, experienced off-road riders will actually love the traction control and ABS sensitivity. When compared to its Bavarian counterpart, we'll take the *Super 10* on tight, technical trails because its narrower width feels more agile there. Out on the highway and twisty mountains, it's an extremely fun and ergonomically nimble machine with flexible personalization options. From the purely aesthetic perspective, *Yamaha* missed the style points by dropping the white color scheme from the 2013 debut. Overall, you should buy this bike today if you're less than 25% off road and you can run it, as delivered, without any inferiority complex next to your *GS* or *KTM* buddies. All of the functional refinements here add up to a worthy contender in *Yamaha's* latest prizefighter. **ADV**



# YAMAHA

[yamaha.com](http://yamaha.com)

## 2014 Yamaha Super Tenere ES Specs

**Engine Configuration** Forward inclined parallel 2-cylinder, 4-stroke, DOHC

**Engine Displacement/Cyl. Angle** 1199cc/26°

**Engine Cooling System** Liquid cooled

**Engine Redline** 7,750 rpm

**Fuel Capacity (Reserve)** 6.1 gal (1.03 gal)

**Transmission Type** 6-speed constant mesh

**Clutch Type** Wet multiplate-disc

**Wheelbase** 1540mm

**Seat Height** 845/870mm

**Front Wheel** 2.5 x 19/Spoke wheel

**Rear Wheel** 4.0 x 17/Spoke wheel

**Wet Weight (full tank)** 575 lbs

**Ground Clearance** 190mm

