

## **Changes in the Silver R6 from '99-'00 to '01-'02**

Yamaha wanted improved power and power delivery as well. In this area, Yamaha came up with new, lighter and stronger forged pistons and carburized connecting rods. Also, new carburetor and ignition settings compliment the internal engine changes. Yamaha claims the new R6 has more power throughout the rpm range. An interesting detail in the engine changes include a taller piston and shorter rod, which maintain the same compression ratio as last year's bike. This had something to do with the "ideal" rod length ratio. Also, the piston surface has been treated with alumite for greater heat dissipation and reduced friction.

Refinements to the transmission were aimed at improving shifting. A new, tapered shift shaft offers more feel and the addition of a steel bushing in the cases offers smoother shifts.

'01 & '02 have .5mm shorter rod (91.5mm)