



2022 Off Road



VICTOR ONE



VICTORY

2-Stroke Off Road Evolution

The legendary YZ125 has always been the smart choice for future champions – and for the 2022 race season Yamaha has developed the sharpest and most competitive YZ125 ever! This iconic race bike features an all-new high-performance engine equipped with a Keihin powerjet carburettor and high efficiency air intake system for much stronger performance – and slim new bodywork and improved ergonomics give you increased control.

Nearly 50 years ago the original YZ250 won the company's first ever Motocross World

Championship and established Yamaha as one of the sport's leading brands. The company's commitment to motocross is as strong as ever, and the YZ250 evolution continues for 2022 with new super-slim bodywork, as well as more powerful braking, refined KYB suspension, a high-efficiency air intake and lightweight components.

Equipped with slim new bodywork that reinforces its YZ family heritage – as well as uniform left/right radiator shrouds and a lightweight aluminium rear frame and new swingarm – the fully updated YZ85 has the

performance to power you to the podium. With numerous race victories in the MXGP and MX2 World Championships, the YZ450F and YZ250F are proven winners. Featuring weight saving components and refined suspension settings, these high-tech reversed head race bikes come in Icon Blue as well as Monster Energy Yamaha Racing Edition colours.

From the motocross, enduro and adventure categories, through to the fun and agriculture ranges, Yamaha offers the most exciting and diverse range of bikes suitable for all ages and experience levels.

Tune in to victory.



YZ450F

With its ultra-compact layout, outstanding power and agile cornering, the YZ450F delivers the technology and performance needed to take you to the victoryYZone, that makes this bike the clear choice for every racer who wants to discover their true winning potential.

Its reversed head engine and rearward-slanted cylinder deliver optimum intake efficiency for phenomenal performance – and for 2022 the YZ450F comes with class-leading suspension featuring revised low speed damping settings for even better handling, as well as a lighter rear hub and new chain that reduce unsprung weight.

The ultra-compact layout of the reversed head engine keeps chassis dimensions to a minimum – and its mass centralised design makes this a sharp looking bike that turns, brakes and jumps like nothing else, while the Power Tuner app enables you to gain a real advantage by tuning your engine character for total control in varying conditions. Finished in Team Yamaha Blue colour with new in-mould graphics, the YZ450F is ready to tune in to victory.



Team Yamaha Blue



Improved suspension settings

Yamaha's suspension is one of the best standard set-ups fitted to a production bike, and for 2022 the best-in-class SSS (Speed Sensitive System) front forks and the tried and tested monocross rear suspension feature revised low speed damping settings – for better handling and excellent feedback.



New lightweight chassis components

Any reduction to unsprung weight makes a significant improvement in suspension performance, and the 2022 YZ450F is fitted with a new lightweight rear hub as well as a lighter chain that shave 0.2kg off the weight.



Ultra-compact high-tech 450cc engine

The YZ450F's 450cc reversed head engine is a proven MXGP race winner that has the performance to take the top step of the podium against the world's best. The front facing inlet ensures optimum intake efficiency, and its compact dimensions help to centralise mass for sharper handling.



Launch Control System

The YZ450F's Launch Control System (LCS) optimises the engine's power output and running characteristics during the first few seconds of the race after the gate drops. By helping to transmit power more efficiently, the LCS gives you greater controllability off the starting line, increasing your holeshot-winning performance every time.

YZ450F Monster Energy Yamaha Racing Edition

With its MXGP race-winning technology, exclusive black colour scheme and factory-style graphics, the YZ450F Monster Energy Yamaha Racing Edition has got to be at the top of every rider's wish list. And when you're aiming for the top, this is the right place to start.

Equipped with an advanced reversed head engine and lightweight aluminium chassis, as well as optimised power output from the Launch Control System, the YZ450F Monster Energy Yamaha Racing Edition delivers the ideal balance of performance and rigidity – for precise handling and agile cornering.

Further refinements include revised low speed damping settings on the class-leading suspension for even better stability – as well as a lighter rear hub and new chain that reduce unsprung weight. And with its reduced weight combined with strong power and precise handling – and the easy-to-use Yamaha Power Tuner app – the YZ450F Monster Energy Yamaha Racing Edition delivers all the outstanding performance you need. So when you're aiming for the big time, this is where it all begins.



Monster Energy Yamaha Racing Edition



Monster Energy Yamaha Racing Edition bodywork

Parked in the paddock or racing hard on the track, the YZ450F Monster Energy Yamaha Racing Edition has got to be one of the most desirable motocross bikes available. Finished in exclusive black body colour and featuring factory-style in-mould graphics, this bike is ready to grab all of the attention.



Improved suspension settings

Yamaha's suspension is one of the best standard set-ups fitted to a production bike, and for 2022 the high-spec SSS (Speed Sensitive System) front forks and the tried and tested monocross rear suspension feature revised low speed damping settings for better handling and excellent feedback.



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Ultra-compact high-tech 450cc engine

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Get there. Start here.

YZ450F Monster Energy

Tune. Race. Win.



YZ250F

With an outstanding track record that includes the MX2 Grand Prix world title as well as a string of 250 Supercross titles in the USA, the YZ250F is born to win. And with its reduced unsprung weight and refined suspension performance, this high-tech motocross weapon is sharper, quicker and smoother – ready to own the podium.

A key feature of the YZ250F is the high-tech reversed head 250cc engine. Its unique front facing inlet forces fresh air into the fuel injector to give you holeshot-winning acceleration and instant power whenever you need it. And this compact engine layout contributes significantly towards the bike's agile handling by centralising mass.

When track surfaces or the weather changes, the Power Tuner app enables you to adjust your YZ250F's engine settings from smooth through to aggressive. The SSS (Speed Sensitive System) front forks and race-proven monocross suspension feature new low speed damping settings – while the sophisticated aluminium chassis with its inbuilt balance of rigidity provides plenty of feedback. Fast, agile and smart, the tuneable YZ250F is built to deliver the ultimate performance at every track.



Team Yamaha Blue



Improved suspension settings

The YZ250F's SSS (Speed Sensitive System) front forks are amongst the best in class, and feature new low speed damping settings for more responsive handling. New suspension settings are also used in the rear Monocross system to give improved traction and a better feel.



New lightweight chassis components

Various measures have been made to get unsprung weight as low as possible for even more responsive chassis performance. A new lightweight rear hub as well as a redesigned chain contribute towards the latest model's weight reduction.



MX2-winning engine design

With its high efficiency front facing inlet, this hard-charging engine is one of the most technologically advanced designs in the class. Its formidable track record includes numerous race wins and titles – so you can be sure that the YZ250F's reversed head engine has all the performance, useability and durability you need to win.



Wider rear rim and tyre

The YZ250F is fitted with a new wider 2.15 inch rear rim which is equipped with a wider 110/90-19 rear tyre that hooks up more effectively for increased traction and more holeshot-winning performance.

YZ250F Monster Energy Yamaha Racing Edition

Monster Energy Yamaha Factory MX2 riders have been regularly topping the podium in the FIM Grand Prix and showing that the high-tech YZ250F is built to win. Featuring exclusive black bodywork and factory-style graphics, the YZ250F Monster Energy Yamaha Racing Edition is your chance to get into the action!

For 2022 the YZ250F Monster Energy Yamaha Racing Edition is equipped with new low speed damping settings – and its sophisticated aluminium chassis, with inbuilt balance of rigidity, provides plenty of feedback. And the latest bike also features a wider 2.15 rim and a 110/90 tyre, as well as a lighter hub and chain that reduce unsprung weight.

With its industry-leading reversed head engine, new rear sprocket with a gold-coloured chain, as well as DID wheel rims, this factory style bike delivers increased traction and more holeshot-winning power. While riders can gain a real advantage with the easy-to-use Yamaha Power Tuner app for trackside tuning. Fast, agile and smart, the YZ250F Monster Energy Yamaha Racing Edition is built to deliver the ultimate performance at every track: The ride starts here.



Monster Energy Yamaha Racing Edition



Monster Energy Yamaha Racing Edition bodywork

No other bike gets as much attention as this factory team-style motocross edition! Its exclusive black bodywork features official Monster Energy graphics, making this the ultimate racing edition of Yamaha's high-tech 250cc 4-stroke.



Improved suspension settings

The YZ250F Monster Energy Yamaha Racing Edition's SSS (Speed Sensitive System) front forks are amongst the best in class, and feature new low speed damping settings for more responsive handling. New suspension settings are also used in the rear monocross system, to give improved traction and a better feel.



New lightweight chassis components

Various measures have been made to get unsprung weight as low as possible for even more responsive chassis performance. A new lightweight rear hub as well as a redesigned chain contribute towards the latest model's overall weight reduction.



MX-winning engine design

With its high efficiency front facing inlet, this hard-charging 250cc 4-stroke engine is one of the most technologically advanced designs in the class. Its formidable track record includes numerous MX race wins and titles – so you can be sure that the YZ250F Monster Energy Yamaha Racing Edition's reversed head engine has all the performance, useability and durability you need to win.

The ride starts here.



YZ250F Monster Energy

2 strokes. First place.



YZ250

Light, agile and built to shoot out of corners like nothing else, this bike is the ultimate thrill machine. Capable and versatile enough to have won at the highest level in motocross, supercross and freestyle MX – the YZ250 2-stroke comes with a radical new look, sharper bodywork and major chassis upgrades.

If you've already experienced what it's like to be charging hard on the YZ250 2-stroke, then you're going to love what Yamaha has done with this iconic motocross bike. And if you've never had the chance to race a YZ250 2-stroke then it's about time that you found out what you're missing!

Its all-new bodywork improves the ergonomics for an even higher degree of control and agility, and the industry-leading KYB suspension features revised low speed damping for better handling, while braking performance is taken to the next level with a new front caliper. And the new higher efficiency air intake and revised exhaust system sharpens the power output of the explosive 250cc liquid-cooled YPVS engine, whereas the new more powerful front braking system and revised suspension damping help to cut lap times. And its new duo-tone colour scheme and graphics are sharper than ever. YZ250 2-stroke: The legend lives on!



Team Yamaha Blue



Newly-designed slimline bodywork

The YZ250 2-stroke comes with newly-designed slimline bodywork that gives this legendary bike a sharp and athletic look. The fuel tank and radiator shrouds are narrower than the previous model, giving a much more compact riding position with enhanced mobility and even higher levels of cornering agility.



Powerful braking system

Braking performance is taken to the next level with a powerful new front brake set-up that uses a more rigid twin-pot caliper with larger diameter 25.4mm pistons, that give a much larger pad contact area. And the new 240mm rear disc reduces weight while maintaining the same level of stopping power.



Industry-leading KYB suspension

Yamaha's SSS (Speed Sensitive System) KYB front forks are top of the class, and on the new model the low speed damping settings at the front and rear are revised to give improved handling.



High-efficiency air intake

By redesigning the sidepanels, rear fender, seat base and rear frame, Yamaha's engineers have reduced the resistance to fresh air entering the intake. Together with a redesigned exhaust system this gives a more efficient engine operation for stronger performance.

YZ250 Monster Energy Yamaha Racing Edition

When you take your first look at the YZ250 Monster Energy Yamaha Racing Edition, you just know that this is the ultimate replica bike. It features a revised, ergonomic chassis and slimline bodywork that ensures enhanced mobility and even higher levels of cornering agility. And in addition to all of that you'll be the proud owner of a factory team-style bike, that is one of the most desirable 2-strokes in the paddock.

The combination of a high-powered 250cc 2-stroke YPVS (Yamaha Power Valve System) engine, lightweight aluminium chassis and one of the best suspension packages in its class makes this bike like no other and one of the most exciting motocross bikes you'll ever ride. In its time it's won everything worth winning in motocross, supercross and freestyle MX. Now Yamaha have made it even sharper!

The all-new slimline bodywork makes for a dynamic and ultra-modern look – and the flatter seat enables easier bodyweight shifting when accelerating, cornering or braking – for a higher degree of control. While the new more powerful front braking system and revised suspension damping help to cut lap times. And in its exclusive black livery with factory team-style graphics, the YZ250 Monster Energy Yamaha Racing Edition is the most desirable 2-stroke!



Monster Energy Yamaha Racing Edition



Monster Energy Yamaha Racing Edition bodywork

Inspired by Yamaha's race-winning bikes, the YZ250 Monster Energy Yamaha Racing Edition comes with exclusive black bodywork and factory team-style graphics that make this 250cc 2-stroke the ultimate replica race bike.



All-new slimline bodywork

The YZ250 Monster Energy Yamaha Racing Edition comes with newly-designed slimline bodywork that gives this replica bike a sharp and athletic look. The fuel tank and radiator shrouds are narrower than the previous model, giving a much more compact riding position with enhanced mobility, when weight shifting, and even higher levels of cornering agility.



Powerful braking system

Braking performance is taken to the next level with a powerful new front brake set up, that uses a more rigid twin-pot caliper with larger diameter 25.4mm pistons that give a much larger pad contact area. And the new 240mm rear disc reduces weight while maintaining the same level of stopping power.



Industry-leading KYB suspension

Yamaha's SSS (Speed Sensitive System) KYB front forks are second to none, and on the new model the low speed damping settings at the front and rear are revised to give improved handling.

Power your way
to the front.

YZ250 Monster Energy Edition



2 stroke evolution.



YZ125

The new YZ125 is the fastest, lightest and most agile 125cc production motocross bike ever built by Yamaha. This winning 2-stroke is completely redesigned to give you stronger and more useable power – and the ultra-slim chassis is equipped with powerful brakes and refined suspension that deliver the performance you need to get on the podium.

Featuring all-new engine internals as well as a redesigned YPVS (Yamaha Power Valve System) and a new Keihin powerjet carburettor for explosive acceleration, the YZ125 develops a higher peak power that keeps you way out front – and a slicker shifting 6-speed transmission and revised gear ratios help to shave precious seconds off your lap times.

Its sharp new bodywork is slimmer than ever, giving you increased controllability on the ground and in the air – and the flatter seat and new sidepanels allow you to move easily around the bike when braking and accelerating hard. The YZ125 gives you more power and increased agility – now just add your ability and prepare to enter the victorYZone!



Team Yamaha Blue



Increased power and better usability

The all-new 125cc 2-stroke engine is the most powerful unit ever used on the YZ125, and it develops a higher performance in the mid to high rpm range and offers improved usability. This has been achieved by developing an all new cylinder head, piston and cylinder, con rod, crank, YPVS as well as redesigning other major components.



Athletic new ultra-slim bodywork

The bodywork is the slimmest ever, with the area between the rider's knees 36mm narrower than on the previous model, and the athletic and modern body design underlines the YZ125's lightness and compactness. The reduced dimensions improve overall rider mobility and reinforce the feeling of agility.



Keihin Powerjet carburettor

The YZ125 is equipped with a Keihin PWK 38.1mm carburettor featuring a solenoid controlled Powerjet that instantly delivers its fuel/air mix for even more explosive performance, giving a real advantage out of the gate and when accelerating hard out of corners. And the new TPS (Throttle Position Sensor) and 3D map controlled CDI ensure optimised ignition timing, while the new V-Force reed valve assembly provides optimum intake efficiency at all engine speeds.



Smooth shifting 6-speed transmission

The transmission has been redesigned and features a new set of internals to handle the YZ125's dramatically increased maximum power output, and a redesigned shift mechanism gives a smoother shift feeling. The secondary reduction ratio is slightly increased with the use of a 13/49 front/rear sprocket set, and for better driveability the transmission runs with slightly reduced 5th and 6th gear ratios.

YZ125 Monster Energy Yamaha Racing Edition

Completely redesigned and equipped with the fastest engine and the most compact bodywork, the all-new YZ125 is the ultimate racer. Now available in the YZ125 Monster Energy Yamaha Racing Edition with black bodywork and factory team style graphics, it gives every aspiring teenage rider the chance to own and race a replica bike.

Featuring a 2-stroke, 125cc powerplant with all-new engine internals as well as a redesigned YPVS (Yamaha Power Valve System) and a new Keihin powerjet carburettor for explosive acceleration, the YZ125 Monster Energy Yamaha Racing Edition develops more peak power that keeps you way out front – and the slicker-shifting 6-speed transmission and revised gear ratios help to shave precious seconds off your lap times.

With its exclusive black and blue colour scheme and factory team style graphics, the YZ125 Monster Energy Racing Edition is the ultimate production race bike. Its slim-new bodywork and flat seat allow you to shift weight quickly for total control – and with its powerful new braking system and state-of-the-art suspension, this special edition is destined for the victoryYZone!



Monster Energy Yamaha Racing Edition



Monster Energy Yamaha Racing Edition bodywork

The YZ125 Monster Energy Yamaha Racing Edition has got to be the ultimate YZ125 ever built by Yamaha. Its exclusive factory team graphics combined with dynamic bodywork in Monster Black with blue accents and blue wheels give you the opportunity to own and race your very own replica bike!



Increased power and better useability

The all-new 125cc 2-stroke engine is the most powerful unit ever used on the YZ125, and it develops a higher performance in the mid to high rpm range and offers improved useability. This has been achieved by developing an all new cylinder head, piston and cylinder, con rod, crank, YPVS as well as redesigning other major engine components.



Keihin Powerjet carburettor

The YZ125 Monster Energy Yamaha Racing Edition is equipped with a Keihin PWK 38.1mm carburettor featuring a solenoid controlled Powerjet that instantly delivers its fuel/air mix for even more explosive performance, giving a real advantage out of the gate and when accelerating hard out of corners. The new TPS (Throttle Position Sensor) and 3D map controlled CDI ensure optimised ignition timing, while the new V-Force reed valve assembly provides improved intake efficiency at all engine speeds.



Athletic new ultra-slim bodywork

Bodywork is the slimmest ever, with the area between the rider's knees 36mm narrower than on the previous model, and the athletic and modern body design underlines the YZ125 Monster Energy Yamaha Racing Edition's lightness and compactness. The reduced dimensions improve overall rider mobility and reinforce this lightweight racer's feeling of agility.

**Level up your
performance.**



YZ125 Monster Energy

**Victory. Never given,
always earned.**



YZ85 / LW

Want to raise your game? This is the bike that is ready to power you to another level. Equipped with dynamic new slimline bodywork and featuring an enhanced chassis, improved riding position and a refined braking system, the sharp new YZ85 is built for the victorYZone.

Many of today's pro riders started their careers on the YZ85. And when you take a look at what the new model has to offer you can see why. Its high performance 85cc liquid-cooled 2-stroke engine is equipped with Yamaha's race-bred YPVS that gives you race-winning performance. And its adjustable suspension systems are built to master the toughest tracks.

The YZ85 also comes with a new, lightweight aluminium rear frame as well as a revised aluminium swingarm, new rear brake system and revised high-efficiency air intake - just like the bigger YZ125. For maximum rider control there's a new flatter seat, a slimmer body, and a redesigned fuel tank. And with a duo-tone Team Yamaha Blue colour scheme and revised graphics completing the looks, the YZ85 is ready to power you to the next level.



Team Yamaha Blue



Slim new bodywork

The new YZ85 is equipped with dynamic new slimline bodywork inspired by the YZ125. New uniform and narrow radiator shrouds improve the rider control and give a more aggressive and balanced look.



Flatter seat and redesigned fuel tank

A flatter seat and redesigned fuel tank provide improved ergonomics for easy front/rear weight shifting. The new seat design accommodates a new single bolt seat fixing, making routine maintenance easier and quicker.



New lightweight aluminium rear frame

An all-new detachable aluminium rear frame replaces the previous model's steel unit and reduces weight by 570g, contributing towards the bike's mass centralisation.



New balanced rigidity aluminium swingarm

The new YZ85 is equipped with a redesigned aluminium swingarm featuring a revised rigidity balance, that improves chassis stability and allows for enhanced traction.

YZ65

Tomorrow's MX champions start young. And when you have a dream and you're prepared to do whatever it takes to go out there and win, the Yamaha YZ65 is ready to tackle the track with winning performance right out of the gate.

The YZ65 has been built to the same high standards as Yamaha's range of adult race bikes. Its potent 65cc liquid-cooled 6-speed engine features Yamaha's race-developed YPVS for race-winning power – and the light semi-double cradle steel frame with aluminium subframe provides stable handling and high agility.

Adjustable 36mm upside down front forks and link-less monocross rear suspension give stable handling over rough terrain, and the adjustable handlebar position enables the YZ65 to grow with you. Equipped with wave discs for powerful braking, a long padded seat and high-grip footrests for comfy riding, as well as dynamic YZ-family graphics and Team Yamaha Blue bodywork, the YZ65 is ready to take you to the VictorYZone!



Team Yamaha Blue



Smooth and easy to use power

The punchy 65cc liquid cooled engine is one of the most advanced in its class, and features a race-developed crankcase reed valve induction system for instant throttle response. A key feature is the race-developed YPVS (Yamaha Power Valve System) that gives smooth torque and power characteristics, making the YZ65 an ideal bike for young racers.



Light and stable handling

The YZ65 is equipped with a semi-double cradle steel frame that features an aluminium subframe, giving light and stable handling and easy agility. To soak up the harshest bumps this class-leading motocross bike comes with 36mm KYB upside down front forks, an aluminium swing arm and link-less monocross rear suspension. These main components combine to provide stability in the air and consistent lap times.



Effortless 6-speed transmission

The 6-speed transmission features carefully chosen gear ratios that have been specially developed to enable the rider to achieve lower lap times by fully utilising the performance of the 65cc engine. Yamaha engineers have also designed the clutch plates and springs to give a light and easy clutch lever character.



Confident cornering

The 36mm KYB upside down front forks underline the fact that the YZ65 shares the same pure racing DNA that goes into our other YZ models. With their excellent rigidity, they give a planted front-end feel for confident cornering – and their long-travel tubes are built to soak up the bumpiest surfaces.

Welcome to the
victorYZone!



VICTORLINE



RACING IS OUR DNA

The very first Yamaha was a race bike that competed on mixed terrain around the Mount Asama volcano in Japan... and now after more than 60 years we are still racing – and winning – in the dirt.

We support the philosophy that racing improves the breed. Technological advancements such as the monoshock, liquid cooling and Yamaha's Power Valve System (YPVS) were all tested on race bikes before the models on the showroom were treated to those ground breaking features. More recently Yamaha pioneered the reverse fed cylinder head, offset crank design, Controlled Fill aluminium chassis design and smartphone power tuning. All features that have improved our race bikes and are now benefitting riders across the globe.

The fruits of those advancements are championship wins, and 2021 has been a stellar season for our elite bLU cRU riders. Frenchman Dylan Ferrandis started the ball rolling by clinching the US AMA MX1 title on his YZ450F. Closer to home CDR Monster Energy Racing's Luke Clout took out the Covid-shortened AUS MX1 title. The trophies kept coming with Maxime Renaux taking out the world MX2 title on his YZ250F – and teammate Jago Geerts finishing as runner-up.

In off-road competition Steward Baylor posted seven GNCC wins on his YZ450FX but was ultimately made to pay for an early season injury that prevented him competing in all rounds with the US rider finishing a close second overall.

These wins and many more like them are secured for a number of reasons. Obviously you need a great rider and a top team. But you also need a machine capable of winning a championship. A motorcycle that combines high performance with sweet handling and clockwork reliability to offer you the best possible platform for success. A bike that constantly tops media shootout evaluations. From a brand that has racing at the core of its DNA since 1955.

You need a Yamaha.

Born to ride.



WR450F

The WR450F is the fastest and most agile large capacity enduro bike ever produced by Yamaha. Using the highly-advanced engine and chassis technology from the latest YZ450F motocross bike – and equipped with specially-developed enduro settings – this proven winner is born to ride.

Yamaha's engineers have taken the compact and lightweight engine from the YZ450F and developed an enduro-specific powerplant for the latest WR450F. Its 'made-to-measure' ECU as well as a high-compression cylinder head and a specially designed heavy-duty transmission are ready to deliver winning performance. And the best-in-class suspension and the lightweight aluminium bilateral beam frame with a finely-tuned rigidity balance give you easy manoeuvrability and accurate surface feedback.

Yamaha's Power Tuner app and handlebar-mounted engine mode switch put you in total control when track conditions change – and the compact multi-function display gives you all the information you need to keep ahead. Finished in a dynamic Team Yamaha Blue with in-mould graphics, the mighty WR450F is ready for any battle.



Team Yamaha Blue



Compact, light and powerful 450cc engine

The WR450F is equipped with Yamaha's most sophisticated Off Road competition engine from the latest generation YZ450F motocross model. Delivering outstanding levels of power at all engine speeds, this lightweight and compact powerplant runs with an enduro-specific ECU for a wide spread of winning performance.



High efficiency cylinder head and lightweight piston

Equipped with lightweight magnesium covers, the WR450F's cylinder head gives excellent combustion efficiency and its front facing inlet contributes towards the bike's idealised mass centralisation. The lightweight piston gives instantaneous throttle response at all revs – and the intake and exhaust camshafts are positioned to minimise the dimensions of this compact high-tech engine.



Lightweight aluminium beam frame

The WR450F is equipped with the latest generation YZ450F-type aluminium bilateral beam frame that has been retuned for enduro. Manufactured with thin main spars and thick bottom tubes – as well as specially developed engine plates – this enduro-specific frame gives accurate feedback over bumps together with a strong feeling of connectivity with the track surface.



Industry-leading suspension systems

The industry-leading speed sensitive KYB front forks are the same design as used on the YZ450F and feature special enduro-specific settings and full adjustability – enabling you to fully exploit the increased engine performance. The lightweight link-type rear end also uses special enduro settings to give excellent traction with outstanding bump absorption.

WR250F

The Yamaha WR250F gets more powerful and sharper for the new season with a whole range of the latest advanced technology from the Grand Prix-winning YZ250F motocross bike. Featuring a newly designed high-performance engine and a specially adapted aluminium chassis, the latest WR250F is built to play fast.

A new YZ250F-type cylinder head with a wider intake port and new exhaust camshaft gives more rapid mid to top-end performance while retaining the WR250F's strong low rpm torque – and a new lightweight aluminium bilateral beam frame from Yamaha's motocross bike has been enduro-tuned to give the right balance of rigidity for more precise feel and accurate surface feedback over tough terrain.

And a lighter and more powerful front braking system gives you ultimate controllability – and special enduro features include a new multi-function meter and a revised exhaust and muffler design. The light-feeling clutch and 6-speed wide-ratio transmission are ready for the most extreme challenge – and with the Power Tuner smartphone app and a 2-mode engine map switch, the intelligent WR250F can be set up to master virtually any riding conditions.



Team Yamaha Blue



More powerful YZ250F-type engine

The latest WR250F comes with a more powerful, new high-tech engine that's been developed from the Grand Prix winning YZ250F. Featuring a new cylinder head with a wider intake port for increased running efficiency – as well as a new exhaust camshaft and enduro-specific ECU settings – this motocross-based engine gives you much stronger mid to top-end performance while retaining the WR250F's strong bottom end pulling power.



YZ250F-style aluminium beam frame

Manufactured using Yamaha's unique CF die-casting process, the WR250F's new frame comes straight from the winning YZ250F that's been one of the most dominant bikes around the world. This strong and lightweight aluminium bilateral beam frame features walls of different thickness, that give a specially-tuned balance of rigidity for the highest levels of feel and feedback.



Smartphone engine tuning

Using Yamaha's Power Tuner smartphone app you can fine-tune the WR250F engine power character via the onboard wireless connectivity. This easy to use system lets you create your own preferred fuel injection and ignition timing settings to suit different track and weather conditions. And you can also view and share race logs, engine diagnostics, real-time monitoring and data back-up features.



High performance YZ250F-type front brake

Featuring a compact caliper with large diameter pistons – as well as special high friction pads giving a large contact area with the rotor – the WR250F's powerful new 270mm front disc brake enables you to save valuable time in tight sections and gives you a high degree of controllability.

Play fast.



WR250F

Power, tuned to
perfection.



US model shown, AUS model is fitted with an off road kit.

YZ450FX

The YZ450FX runs the latest cylinder head, retuned aluminium frame – fitted with FX tuned engine mounts – lighter, stronger brakes and revised suspension settings found on the YZ450F.

We've developed the FX specifically for off-road competition. So as well as enduro engine and suspension settings, smartphone tuning and bar-mounted map switch, the FX has an 18in rear wheel, bashplate, sealed O-ring chain, fuel level warning indicator and an aluminium sidestand.

YZ450FX – when you want to push in the bush.



Team Yamaha Blue



Class-leading suspension

Yamaha's spring-type KYB® forks with refined, speed-sensitive damping and linkage-type rear suspension featuring a KYB® shock endow the YZ450FX with its renowned, class-defining suspension performance straight out of the box.



Adjustable engine mapping

Yamaha's industry-leading Power Tuner app puts the flexibility and precision tunability into your smartphone. Make fueling and ignition timing changes instantly and upload them to the bike for ultimate track-side tuning. A handlebar-mounted map switch allows the rider to quickly select between two preloaded engine maps to account for changing riding conditions.



Ultra-compact high-tech 450cc engine

The compact, powerful YZ450FX engine includes all the same race-developed technologies of the class-defining YZ450F motocrosser, tuned for cross country performance. A host of go-fast innovations include steep valve angles, aggressive cam profiles, high-compression forged piston with low friction rings, high-flow intake and exhaust systems—all thoughtfully packaged to optimise mass centralisation.



Cross country features

With the electric starting system, an 8.2 L fuel tank, rugged plastic skid plate, aluminium kick stand, 18-inch rear wheel and XC racing tyres, the YZ450FX is ready to win right out of the box.

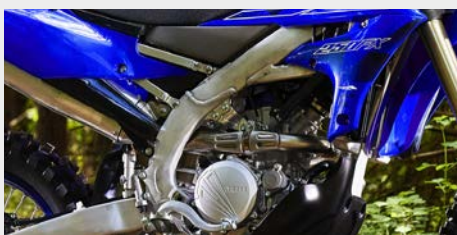
YZ250FX

This purpose-built enduro racer is built for riding in the bush – fast. Developed as an off-road version of the YZ250F, this cross country racer is equipped with enduro-optimised engine and suspension settings. And with no speedo or a radiator fan, the FX is lighter than the road registerable WR250F.

Australian models are fitted standard with an off-road kit – including front and rear lights, handguards, horn, mirror, braided steel front brake line and number plate hanger that makes it eligible for rec rego in some states.



Team Yamaha Blue



Precisely tuned chassis

The highly developed aluminium bilateral beam frame features precisely tuned flex characteristics for competition-ready performance. The forged section at the swingarm pivot, and improved engine mounting brackets provide a nimble lightweight feeling in tight, technical terrain while still providing control in fast sections. As always, Yamaha's class-leading KYB® suspension ensures maximum control and traction.



Adjustable engine mapping

Yamaha's industry-leading Power Tuner app puts the flexibility and precision tunability into your smartphone. Make fueling and ignition timing changes instantly and upload them to the bike for ultimate track-side tuning. A handlebar-mounted map switch allows the rider to quickly select between two preloaded engine maps to account for changing riding conditions.



Potent 250cc four-stroke engine

The compact, powerful YZ250FX engine includes all the same race-developed technologies of the championship-winning YZ250F, tuned for cross country performance. Revised intake duct, intake port, exhaust camshaft profile, muffler and balancer weight position combine to further improve power and usability across the entire rev range.



Cross country features

With the electric starting system, an 8.2 L fuel tank, rugged plastic skid plate, aluminium kick stand, 18-inch rear wheel and XC racing tyres, the YZ250FX is ready to win right out of the box.

**Your power,
your way.**



YZ250FX

US model shown, AUS model is fitted with an off road kit.

2 strokes, 1 goal.



US model shown, AUS model is fitted with an off road kit.

YZ250X

Two-stroke enduro racer with an adrenalin hit of two-stroke power in a lightweight package.

Riders who like the easy maintenance, sharp handling and incredible power delivery of the YZ250 can now access this in the bush. A revised engine and a wide ratio gearbox have harnessed the power while an 18in rear wheel with off road tyres, a sidestand and reserve fuel tap add the creature comforts. We've even slimmed down the expansion chamber to avoid clipping trail obstacles. And that class leading KYB twin chamber suspension is especially tuned for enduro riding.

The Aussie version is fitted with the off road riding kit as standard to allow recreational rego where applicable.



Team Yamaha Blue



Potent two-stroke engine

Based on the legendary YZ250 249cc liquid-cooled reed-valve-inducted two-stroke engine, the YZ250X utilises a revised compression ratio, exhaust port timing, revised Yamaha Power Valve System (YPVS™) timing and a model-specific CDI unit—all focused on creating a wide, controllable power character ideal for off road racing.



Control filled aluminium chassis

A carefully engineered aluminium frame and swingarm give the YZ250X the famous handling proven by the championship-winning YZ motocross riders on tracks around the world.



Industry-leading KYB suspension

Industry-leading, fully adjustable KYB spring-type fork with speed sensitive damping uses piston speed to control damping force for super-precise handling and a smooth ride, with minimal wasted stroke or abrupt shocks for the rider – all tuned for the demands of off road racing.



Cross country features

Off-road focused Dunlop Geomax AT81 tyres front and rear with an 18in rear wheel, wide-ratio gearing, a standard side stand, sealed O-ring chain and a reserve fuel petcock.

YZ125X

The YZ125X racer is the perfect entry point to the world of enduro. A lightweight two-stroke that will kickstart your off-road journey and set you on a path to racing success.

Its 125cc, liquid-cooled, two-stroke, reed-valve-inducted engine sports Yamaha's Power Valve System (YPVS), combined with a six-speed transmission tuned for smooth and controllable power character across the entire rev range.

Optimised for the unique demands of racing in the bush, the Australian models are fitted standard with an off-road kit that makes it eligible for rec rego in some states.



Team Yamaha Blue



2-stroke power tuned for off road

Based on the legendary 125cc liquid-cooled, reed-valve-inducted YZ two-stroke engine, the YZ125X utilises a revised compression ratio, Yamaha Power Valve System (YPVS™) timing and a model-specific CDI unit—all focused on creating broad power delivery that suits off-road terrain and a wide range of rider skill levels.



Industry leading KYB suspension

The industry-leading, fully adjustable KYB® spring-type fork with speed-sensitive damping uses piston speed to control the damping force for super-precise handling and a smooth ride. With minimal wasted stroke or abrupt shocks for the rider, this bike is tuned for the demands of off road racing.



Enduro ergonomics

A racy "gripper" type seat and narrow fuel tank combined with a tapered aluminium handlebar and adjustable mounts create greater freedom of movement and more comfortable ergonomics for riders.



Cross country features

The YZ125X comes equipped with off road focused tyres with an 18-inch rear wheel, larger rear sprocket, a side stand, sealed O-ring chain and a reserve fuel petcock.



2 stroke trailblazer.

YZ1250X

US model shown, AUS model is fitted with an off road kit.





Connect with your dirt bike like never before!

With the Yamaha Power Tuner you can personalise your engine settings, and adjust instantly the power character of your YZ450F, YZ250F, WR450F, WR250F, YZ450FX or YZ250FX to match changing track and weather conditions. Using your smartphone with the free Yamaha Power Tuner app is easy – download the free Power Tuner App for IOS or Android devices, and then instantly connect with your bike to tune the fuel/air mix and ignition timing and make your bike's engine performance smoother or more aggressive to suit your riding style and levels of traction at the circuit.

You can save two settings to the handlebar-mounted button and switch between these maps while on track. And the Yamaha Power Tuner also enables you to record race information and monitor run time, system diagnostics and maintenance – as well as share your settings – making it a valuable asset that helps you to reduce lap times and also ensure your bike is running efficiently in all conditions.



TT-R230

Meet Mr – and Mrs – Versatile. YZ-inspired handling and looks, and a clockwork reliable 223cc air-cooled, SOHC four-stroke make the TT-R230 a great choice for beginner and intermediate riders.

A competition-style flat seat / tank junction makes for great rider mobility while the push button start is a no brainer. A low seat height on top of a long-travel suspension and generous ground clearance make this a serious trail bike that's accessible to wide range of riders.



Team Yamaha Blue



Broad, accessible powerband

The 223cc air-cooled SOHC four-stroke puts out smooth, widespread power that is perfectly suited for all kinds of trails and riders. The super-reliable electric start adds quick-start convenience.



Plush suspension

36mm front fork with 240mm of wheel travel provides plush, confidence inspiring control over rough terrain. 295mm of ground clearance should be enough to deal with almost any trail.



Comfortable ergonomics

Long gripper seat is low, comfortable and allows for easy rider movement, along with long-travel suspension and 295mm of ground clearance makes this a very capable trailbike suitable to a wide range of riders.



Superb stopping power

Front 220mm disc and 130mm rear drum brakes for powerful, confident stops. Full-size 21-inch front and 18-inch rear aluminium wheels keep unsprung weight down, while knobby tyres provide motocross-spec grip.

**Leave no trail
untamed.**



TT-R230

US model shown, AUS model is fitted with a headlight

Fun for one,
fun for all.



TT-R125LWE

Featuring long-travel suspension, a front disc brake and tough motocross-style bodywork, the rugged TT-R125LWE is the ideal bike for youth and adult riders – who want an enjoyable and easy to maintain fun bike that can handle any terrain.

At the heart of this durable off roader there's a compact air-cooled 125cc 4-stroke engine delivering plenty of smooth and controllable power. An electric starter makes it easy to get moving, and the 5-speed gearbox allows you to get maximum enjoyment from the TT-R125LWE – wherever you may go.

The existing specification also includes long-travel front and rear suspension for smooth and confident handling – as well as a 220mm front disc brake, impact-resistant polypropylene bodywork, a 19-inch front wheel and 16-inch rear wheel with knobby tyres. Let the fun begin!



Team Yamaha Blue



4-stroke engine with 5-speed gearbox

Driven by a 125cc 4-stroke engine, the TT-R125LWE delivers plenty of smooth power for spirited off-road riding. As it is air-cooled, this punchy little engine requires relatively simple maintenance, and with a 5-speed gearbox and manual clutch, the TT-R125LWE prepares the rider for the day when they move up to a more full-sized motorcycle.



Rugged long-travel front and rear suspension

Check out the compact steel frame and rugged suspension systems and you can see that this is a seriously capable off-road motorcycle. The sturdy front forks offer an impressive 180mm of wheel travel, while the link-type rear suspension gives 168mm of movement, allowing the TT-R125LWE to handle some seriously tough terrain.



Front disc brake and rear drum

To handle the TT-R125LWE's punchy performance, the bike is equipped with an efficient 220mm diameter front disc brake that allows the rider to reduce speed with minimum effort. A 110mm drum brake delivers smooth stopping power at the rear end, and for good traction in the dirt the TT-R125LWE runs on a chunky, 90-section rear tyre.



Light and tough YZ-inspired bodywork

The sharp bodywork on the TT-R125LWE is inspired by our MXGP-winning YZ motocross bikes. Made from durable polypropylene that combines low weight with high strength, the fenders, tank panels and side panels are built to handle some tough treatment. And finished in Team Yamaha Blue, the TT-R125LWE has that genuine race bike image.

TT-R110E

The TT-R110E is the middle bike in the Yamaha 4-stroke fun bike family, and is the perfect step up for riders moving up from a TT-R50E or PW50 – as well as being an ideal choice for first-time riders. Features like the electric starter, low seat and natural riding position make it perfect for young riders, and the dynamic Team Yamaha Blue bodywork is inspired by Yamaha's bigger motocross race bikes.

For easy steering and high levels of rider comfort this great-looking youth bike features long-travel front forks and monocross rear suspension – while the 14-inch front wheel and 12-inch rear wheel feature durable and wide knobby tyres to handle off road terrain.

New and experienced off-road riders will love the smooth and strong performance of the quiet-running 110cc 4-stroke engine – and with its automatic clutch, the 4-speed gearbox is very easy to use. Key-type ignition gives added security, and low maintenance features make the TT-R110E so much fun to ride – and easy to own.



Team Yamaha Blue



110cc 4-stroke engine with semi-automatic gearbox

The TT-R110E's punchy and reliable 110cc, 4-stroke engine has been designed for smooth and strong performance – making this mid-sized youth bike a joy to ride. And with its semi-automatic 4-speed gearbox, the TT-R110E is an ideal choice for new as well as more advanced riders.



Long-travel front and rear suspension

The TT-R110E is equipped with rugged suspension systems that are designed to ensure riding comfort and easy handling when riding off-road. At the front, the sturdy telescopic forks give plenty of wheel movement, while the single-shock monocross rear suspension offers smooth and progressive travel.



Smooth-action drum brakes and off-road tyres

For reliable stopping power, the TT-R110E has drum brakes at the front and rear, and their simple design makes for easy maintenance. Special off-road-pattern tyres make this mid-sized youth bike a strong performer in the dirt, and the 14inch front wheel and 12inch rear wheel help to handle uneven terrains.



Sharp and lightweight motocross-style bodywork

Check out the TT-R110E's bodywork and it's clear that the sharp lines of this stylish 4-stroke have been inspired by our MXGP-winning YZ race bikes. Finished in Yamaha's dynamic Team Yamaha Blue colour scheme, the fenders and fuel tank panels are made from ultra-tough polypropylene for minimum weight and maximum strength.



Small package -
big fun.

TT-R110E

The fun starts here.



TT-R50E

Your kids will never forget the day they first rode the TT-R50E and started to make family memories that will last forever. Everything about this mini motorcycle has been designed to make it safe, fun and enjoyable for children between 4 and 7 years old with no previous riding experience. And with Yamaha reliability and quality as standard, it's designed to make parent's lives easy too!

The quiet-running and reliable 50cc 4-stroke engine is started by the push of a button, and there's a 3-speed transmission and automatic clutch for added simplicity. The low seat gives smaller riders added confidence, and the TT-R50E's low weight and compact dimensions make it easy to handle and simple to transport.

The good-looking Team Yamaha Blue bodywork is inspired by Yamaha's famous GP-winning motocross bikes, and with its comfortable ergonomics, long-travel suspension and knobby tyres, the TT-R50E is ready to provide many hours of family fun for many years to come.



Team Yamaha Blue



50cc 4-stroke engine with semi-automatic gearbox

The rider-friendly, stylish little TT-R50E is equipped with an electric-start, 50cc, 4-stroke engine. And equipped with a 3-speed gearbox with automatic clutch it really is one of the most simple, enjoyable and low-maintenance motorcycles to operate. And because it cannot be started without the ignition key, parents can take full control over its use.



Comfortable long-travel front and rear suspension

Just like our larger-capacity off-road race bikes, the TT-R50E features long-travel inverted front forks and a lightweight monocross rear suspension system. With 96mm wheel travel at the front and 71mm wheel travel at the rear, the TT-R50E chassis is built to deliver high levels of riding comfort together with easy handling on bumpy off-road surfaces.



Drum brakes and knobby tyres

The TT-R50E is equipped with compact drum brakes for reliable, smooth and predictable stopping power, allowing new and less experienced riders to develop their machine control skills. And for plenty of traction when riding off-road, this automatic mini-bike runs on 10inch wheels with wide knobby tyres at the front and the rear.



YZ-inspired bodywork

With its bold Team Yamaha Blue bodywork and seat, the TT-R50E's styling has been inspired by our larger MXGP-winning motocross bikes. The rugged front and rear fenders are manufactured from tough polypropylene that is flexible and impact resistant. And the 3.1-litre fuel tank gives plenty of riding time before a refuel is needed.

PW50

For over 40 years the PW50 mini motorcycle has introduced children and their parents to the joy and excitement that comes with riding off road. And along the way this little Yamaha has helped to make some fantastic family memories that will last a lifetime – making the PW50 so much more than a kids' fun bike.

Everything about the legendary PW50 is designed to make riding safe, easy and enjoyable. There's a throttle limiter that lets you adjust the top speed, and the compact chassis with plush suspension and low seat height ensure a comfortable ride with lightweight handling.

The zippy, fully-automatic 50cc engine delivers smooth acceleration – and the shaft drive and separate 2-stroke oil tank make maintenance simple. Designed to fit into the back of car or small van, the compact and lightweight PW50 is easy to transport. And with its Yamaha build quality this premium kids' bike will give years of family fun!



Team Yamaha Blue



Fully-automatic 50cc 2-stroke engine

The PW50's lightweight 50cc 2-stroke air-cooled engine is designed specifically to suit the needs of new riders. Smooth and responsive, the fully-automatic gearbox brings rider-friendly 'twist-and-go' performance – and its uncomplicated technology makes this lightweight mini-bike easy to maintain.



Easy-to-adjust throttle limiter

To make sure that parents have total control over the PW50's performance, there's a simple throttle limiter mechanism. By adjusting a screw you can reduce or increase throttle movement to match the rider's experience and ability.



Low seat height and user-friendly controls

With its low seat height of only 475 mm and a comfortable and relaxed riding position, new riders will feel instantly confident on the PW50. The handlebar layout is similar to a bicycle's, with the back brake operated by the left hand and front brake by the right – making it easy for the youngest beginners. Just twist the throttle and the fun begins!



Lightweight handling and compact dimensions

Weighing just 41kg, the PW50 is the lightest and most compact mini-bike in the Yamaha range. Equipped with grippy 10inch tyres at the front and rear, and with 60mm front suspension travel and 50mm rear travel, the compact chassis delivers easy and agile handling – making this mini motorcycle the ideal introduction to off road riding.

Start making
memories now.



Yamaha bLU cRU

In Australia, Yamaha has always aimed to provide motorcycle related activities that allow customers to be more involved with their purchase. The bLU cRU gathers those once separate activities under one umbrella – an area where Yamaha's Blue and White world comes to life.

Our aim is to keep customers for life by creating and satisfying aspirational needs using our events and activities under this bLU cRU umbrella. In the off-road space this includes the money-can't-buy experience of the YZ65 Cup as well as dirt bike training and adventure rides.

bLU cRU covers all skill levels from recreational to the professional racer. Racing provides aspiration, but it's the grassroots where our bLU cRU customers make their first steps into Blue and White World. From their first ride they may take inspiration from a family member or mate before making the transition to the next level of supported racing. bLU cRU focuses on our grassroots customers and helps them as their riding develops.

This community of Yamaha customers and service providers is powered by web and social media that communicates the varied Yamaha activities in a super accessible format. The wide range of fun activities that can be enjoyed by our bLU cRU customers on their Yamahas reinforces the uniqueness of the tuning fork brand.

Our bLU cRU community includes:

Oates MX Coaching

Head coach Jades Oates is a qualified professional level II Master Coach with a personal training background. Jades and his team are VIC based but can offer training all around the country.

<https://oatesmx.com.au/>

Y-AIM

Yamaha's Australian Institute of Motocross offers the best possible motocross training and coaching for riders and racers of all ages and skill levels, on all brands of motorcycles. Y-AIM achieves this by appointing an agent in each state. The program has been developed on the strong foundations of Stephen Gall's Academy of Off Road Riding.

<https://www.yamaha-motor.com.au/ownership/rider-training/content/Y-AIM>

Academy of Off Road Riding

Off road and adventure courses are run by former national motocross champion Lyndon Heffernan and his trusted team of accredited coaches who have decades of racing and training experience. Based near Bateman's Bay in NSW, the Academy also runs courses at other locations for a solid dirt bike riding foundation.

<https://www.academyofoffroadriding.com.au/>

Jess Gardiner Off Road Coaching Clinics

Multiple enduro champion Jess Gardiner runs coaching clinics across the country and is eager to pass on her extensive knowledge and title winning skills.

<https://jessgardiner.com.au/coaching/>





Josh Green Off Road Advantage

Multi Australian Off Road and Desert Racing Champion Josh Green welcomes you to his backyard in Stroud, NSW to advance your riding skillset. Facilitating all riding abilities, from beginner to pro, Level 1 affiliated coach Green offers training from solo sessions to larger groups on his 120-acre property featuring a dedicated grass track and enduro loop.

<https://www.offroadadvantage.com.au/>

Venture Moto Guided Trail Bike Tours

Operated by Yamaha elite enduro racer Brad Hardaker, Venture Moto offers epic tailored one to three day catered rides around the Coffs Harbour hinterland. All riders must have a registered motorcycle and bike licence. Follow Venture Moto on Instagram and Facebook @VentureMoto

South Coast Detour

Lyndon Heffernan and his crew from South Coast Detour have been conducting all-inclusive guided trail rides around southern NSW and the Victorian High Country since 1998. Day rides from Buckenboursa Park at Batemans Bay feature the option of bringing the kids along with supervised riding for them at the Park.

<https://www.academyofoffroadriding.com.au/detour-guided-trail-tours/>



GYTR Yamaha Junior Racing

GYTR Yamaha Junior Racing has grown into the most successful national junior motocross rider development program in Australia boasting a massive 14 riders across six states. YJR follows the bLU cRU ethos of finding and developing riders from as young as seven years old. Each rider works closely with a team manager/coach to fast track development and follows a comprehensive program that grows both riders and families on and off the track.

<https://www.yamaha-motor.com.au/about/yamaha-racing/teams/gytr-yamaha-junior-racing>

Social media: www.facebook.com/YamahaJuniorRacingAus

@yamaha_junior_racing_australia

YZ65 Cup

The YZ65 Cup is a celebration of motocross designed to offer participants and their families a money-can't-buy experience. Pitting out of the bLU cRU truck and with unparalleled access to YMA's professional MX race teams, each YZ65 Cup participant is rewarded with memories that last a lifetime. The ethos of Yamaha's YZ65 Cup is to make every rider and his or her family feel like they are part of the Yamaha factory race team, courtesy of the unique range of bLU cRU benefits.

Park4MX

Melbourne-based MX ride park run by former Yamaha pro rider Cheyne Boyd. Intermediate, Pro and PeeWee tracks suit bLU cRU riders from junior beginners right through to elite level.

<http://www.park4mx.com.au/>

WR250R Rally

Annual two-day ADV ride event for owners of the legendary WR250R adventure model. Organised and operated by RideADV.

<https://www.rideadv.com.au/>



Go beyond.



Super Ténéré

Inside all of us is a spirit of adventure that's just waiting to be set free. And when the urge to break out of the daily routine becomes irresistible, this high-tech explorer is ready to take you wherever you want.

The Super Ténéré is built to satisfy your desire to see what lies beyond the horizon.

Everything about this hugely capable long distance adventure bike has been designed to take you further than you ever imagined was possible. Equipped with a hugely powerful 1199cc engine and a rugged chassis featuring electronically adjustable suspension, the Super Ténéré is ready to thrill on the highway and excel on the dirt.



Tech Black



Compact parallel twin

With an exceptionally compact 1199cc parallel twin and a unique 270° crank for excellent torque and traction, the Super Ténéré is built for adventure. Engine mass is kept low for great handling. The narrow two-cylinder inline engine is slim and compact for carving tight lines in twisty dirt trails.



Electronic suspension

Electronically adjusted suspension makes finding the right setting as easy as pushing a button. With four pre-load settings, three damping presets and an additional seven fine-tuning damping adjustments, the Super Ténéré suspension can be dialed perfectly to meet the needs of the rider, passenger and cargo amount and terrain.



Adjustable traction control

To reduce rider workload in the rough stuff, the Super Ténéré is fitted with traction control. Both wheels are fitted with speed sensors. When the rear wheel spins faster than the front, the sensor signals the ECU to adjust the YCC-T throttle, ignition timing and fuel injection to control the power delivery to the rear wheel. The traction control feature has three modes: OFF, TCS1 and TCS2, allowing the rider to adjust according to road conditions, skill level and personal preferences.



ABS & Unified Braking System

The ABS / Unified Brake System unit allows the rider to operate both the front and rear brakes simultaneously by simply pulling the front brake lever. Data from wheel speed sensors at the front and rear wheels and the rider's throttle work is used to calculate the various factors influencing the braking and automatically determine the proper amount of braking force for the rear wheel. This system also helps prevent the front and rear wheels from locking on slippery surfaces.

Ténéré 700

When you're riding the Ténéré 700, your future can be whatever you want it to be. Because this is a go-anywhere motorcycle that enables you to live life without limits, and experience a new feeling of total freedom.

Driven by a high-torque 689cc 2-cylinder engine equipped with a special optimised transmission that gives you the ideal balance of power and control, this rally-bred long distance adventure bike is built to master a wide range of riding conditions on the dirt or asphalt.

The compact tubular chassis and slim bodywork offer maximum agility during stand up or sit down riding – and long travel suspension and spoked wheels give you the ability to get to anywhere you want. Just fill up and go. The Next Horizon is Yours.



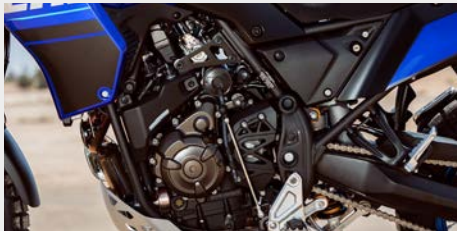
Midnight Black



Heritage White



Icon Blue



Advanced twin-cylinder engine

Riding across deserts, through mountain trails or along the highway, the Ténéré's 689cc 2-cylinder crossplane philosophy engine gives you instant power that can respond to every situation. And with its strong linear torque and optimised transmission, this lightweight go-anywhere adventure bike gives you total control in every riding environment.



Lightweight double cradle frame

When you find yourself in challenging off road situations you'll appreciate the compact dimensions of the Ténéré 700's rugged double cradle tubular steel frame. Its short wheelbase and slim body gives you superb agility in technical riding situations – and with 240mm of ground clearance it's built for extreme terrain.



Long travel upside-down forks

Check out the race-bred front suspension and it's clear that this lightweight adventure bike is built to take on the most hostile terrain. Equipped with flex-resistant 43mm tubes and offering 210mm of front wheel movement that gives a smooth ride with lightweight steering, these adjustable upside down forks can handle whatever you may encounter on your adventures.



Rally style cockpit

Every feature on the Ténéré 700 – including the rally style cockpit with tapered handlebars – has been thoroughly tested and evaluated over the toughest terrain on the prototype Ténéré 700 World Raid model. Developed using valuable input from adventure riders all over the world, the cockpit combines excellent functionality with race-bred looks.

**The next horizon is
yours.**



XTZ690

**Downunder's
workhorse.**



AG200

The AG200 has been Downunder's best-selling AG bike for more years than you can poke a stick at, for one simple reason - It's got the balance that works.

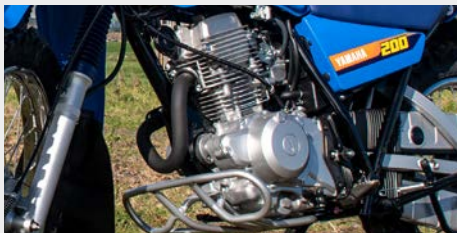
An AG bike has got to be tough, reliable, functional and great value, and since the AG200 is the only bike in its class built from the ground up for farm use - only the AG200 nails the role.

Its simple, no-nonsense engineering has proven capable of years of hard-working service.

There's the time and effort-saving convenience of electric start with kick backup, as well as dual side stands, clutch lock, front and rear carry racks and all the other features you'd expect from a genuine AG bike.



AG Blue



Bullet proof engine

Purpose built for hard work on the land, the AG200 combines a bullet proof 196cc four-stroke engine with electric start, including a handy back up kick starter.



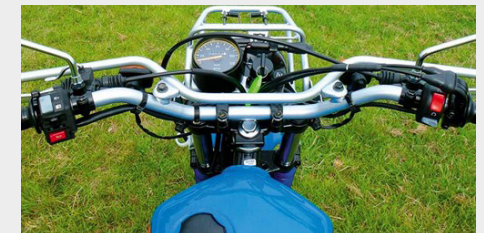
Dual racks

Sturdy front rack includes retention spring while the rear carrier supports up to 20kg with strap hooks.



All day comfort

It's big and comfortable, to handle a hard day's work without beating the stuffing out of its rider - but at the same time low enough that you can get both feet on the ground to manoeuvre.



Clutch lock

A convenient clutch lock allows for leaving the bike in gear when working gates.

AG125

This new take on an old favourite is powered by a reliable 124cc air cooled four-stroke engine that delivers plenty of smooth, controllable power. Its square bore and stroke give a responsive delivery that gets the power to the ground for traction in the muddiest conditions.

Sporting many of the traditional AG bike features found on the original AG100, this model is designed and built for our tough Aussie conditions with modern conveniences such as an electric start and monoshock suspension. Sealed drum brakes and a sealed chaincase keep the mud out of hard-working parts while heavy duty front and rear racks and plenty of chain, engine and handlebar protection make this AG bike a new farmer favourite.



AG Blue



Bullet proof engine

The AG125 is powered by a new 124cc four-stroke engine that offers smooth, reliable performance with minimal fuel consumption. A key engine feature is the low noise level, which is great for following stock. There is a fuel tap on the left side of the tank with on, off, and reserve, for when the steel 11-litre fuel tank eventually gets low and needs filling.



Fully enclosed chain

A fully enclosed chain is protected from mud and dust, ensuring extended life of both chain and sprockets and keeping costs down at service time. Chain adjustment has been made easier with the use of the snail-type cam, making this job fast and easy even if not mechanically inclined.



Dual racks

The front and rear racks are useful for carrying wet weather gear and a few fencing tools as required. And running a sidestand on both sides of the bike – with a wide footprint - mean that you can park the AG125 just about anywhere.



Sealed drum brakes

Braking is delivered by low maintenance sealed drum brakes front and rear. Drum brakes are ideal for farm use because while disc brakes can provide better stopping power in great conditions, farmers often encounter mud and dust that can drastically reduce the ability of a disc setup.

A farmer's favourite.



AG125

**The pinnacle of
sport ATVs.**



Raptor 700

Once you've ridden the YFM700R there is no turning back. Its mind bending power and handling offer the ultimate buzz on all sorts of terrain. And once you're hooked, this mighty ATV will transform your leisure time forever.

The gutsy 686cc 4-stroke engine comes with a series of new features that boost power for even faster acceleration. And with its reduced fuel consumption, the latest model takes you further between refills – handy when you are dominating the Dakar Rally.

Riding comfort is enhanced with a new rear shock - and larger 22-inch front tyres give you precise steering and added control. Because when you take your fun seriously, you need the ultimate performer.



Team Yamaha Blue



Smooth, powerful engine

The forged lightweight piston, connecting rod and crankshaft in the 686cc engine are light and strong for a hard-hitting, quick-revving powerplant that revs all the way to 9000 rpm while the dual counterbalancers keep it smooth.



Integrated cargo racks

YZ-style piggyback shocks are fully adjustable with high- and low-speed compression adjustability for maximum sport versatility along with preload and rebound adjustment. Front wheel travel is a plush 231 mm while the rear shock provides 256 mm of wheel travel.



Ergonomic controls

Thumb throttle lever has a smooth shape for a feel riders will appreciate, creating less fatigue at the end of the day while the handlebar-mounted flip-type parking brake lever is simple to use.



Advanced chassis

Big power and lightweight, a combination that makes any ATV rider take notice, is standard on the Raptor 700, with a hybrid steel aluminium frame and Controlled-Fill aluminium sub-frame and cast aluminium swingarm combining to produce a super-strong structure and the lightest ATV in its class.

YFZ450R

YFZ450R's sharp-handling chassis and ultra-responsive engine have made it today's number one racing ATV. A race-bred assist and slipper clutch gives more precise control over corner entry speed for quicker lap times - while the uprated engine delivers superfast throttle response and hard-hitting high rpm power for holeshot-winning performance.

Sharp-designed bodywork gives the rider space to shift bodyweight during cornering or hard acceleration. And the light shocks make for super sharp handling.



Team Yamaha Blue



Advanced cylinder head

The 449cc engine uses a five-valve cylinder head and titanium valve technology to deliver abundant power in the mid-range to top end with more "hit" feeling right off idle. The high compression ratio further improves overall engine performance.



High-performance shocks

The front KYB® shocks are longer for increased stroke, superb bump absorption and excellent anti-bottoming characteristics. A Kashima™ coating offers smooth operation while the 249 mm of wheel travel prepares you for the most challenging tracks.



Advanced frame

The lightweight frame is a combination of aluminium and steel. The frame member under the engine is steel and is used for its strength and low profile so that the engine can sit lower overall for excellent mass centralisation and unmatched handling. The aluminium frame is bolted together, rather than welded, for maximum durability.



Race ergonomics

Large diameter, tapered handlebar reduces vibration and are mounted on 4-way clamps for exceptional adjustability. The two sets of holes in the handlebar crown and the eccentric clamps allow a rider to choose the standard setting, 10mm or 20mm forward, or 10mm back. Foot pegs are a generous 66mm wide, something riders will appreciate every time they want to get up on the pegs.

Championship collector.



YFZ450R

**Little bear,
big performance.**



Grizzly 90

The Grizzly 90 is built to bring maximum fun for young ATV riders ages 10 and up. The low-maintenance 90cc engine is tuned to deliver excellent low- to mid-range performance, while the fully automatic CVT transmission with reverse, gated shifter and back-up kickstart all come standard.

With convenient features like electric-start, a large comfortable seat, front/rear racks and aggressive styling, the Grizzly 90 is the perfect machine for riders who want to REALise Adventure with family and friends.



Steel Blue



Confidence-inspiring 90cc engine

The Grizzly 90's four-stroke SOHC 90cc engine is tuned to develop excellent low- to mid-range performance. The engine utilises proven wet-sump lubrication and is air-cooled for simplicity, performance and long service life.



Integrated cargo racks

Robust steel cargo racks front and rear give younger riders the ability to pack their own gear as they join the family on their next adventure.



Automatic transmission

Fully automatic, continuously variable transmission (CVT) means no shifting. Handy for all riders, it's a feature entry-level riders particularly appreciate. Standard reverse simplifies maneuvering the Grizzly 90 in tight spots.



Upright ergonomics

The Grizzly 90 features a tall handlebar and increased seat-to-peg distance to give riders a comfortable, upright riding position for excellent control feel and great trail visibility.

Raptor 90

The Raptor 90 may be small in size, but it's equipped with several features found on larger Yamaha models - including double A-arm independent front suspension, drum brakes, CVT transmission and electric start.

The Raptor 90 balances power with a range of features to give you total peace of mind. A simple CDI plug-in adjusts engine power output to suit different riding abilities while a parking brake on the handlebar ensures that the YFM90R stays exactly where you left it. The fully automated gearbox allows junior to concentrate on the track to build confidence.

Raptor 90 - built to bring maximum fun to the youth ATV class for riders ages 10 and up.



Yamaha White



Team Yamaha Blue



Robust 90cc engine

The 90cc four-stroke SOHC engine is tuned to develop excellent low- to mid-range performance, just where it's needed. The engine is air-cooled for simplicity, performance and long life, and uses ultra-reliable wet-sump lubrication.



Gated shifter

Fully automatic, continuously variable transmission (CVT) means no shifting. Handy for all riders, it's a feature entry-level riders particularly appreciate. Standard reverse gear further eases the Raptor 90's maneuvering.



Electric start

Push-button electric starting comes standard. For additional peace of mind, an emergency kick starter is also provided in a storage spot under the seat.



Comfortable chassis

The Raptor 90 is designed to be comfortable for a wide variety of riders with roomy ergonomics, a plush seat and wide floorboards.

Calling new riders.



YFM90R

**First time rider,
lifelong memories.**



YFZ50

With its compact body, simple controls and automatic 49cc engine, the YFZ50 is the perfect way to start out. Built for children between six and nine, this mini ATV is ready to provide hours of family fun.

Safety comes first, and the YFZ50 has a range of features that give parents a high degree of control. Speed can be limited by the throttle screw and rev limiter switch – and a lanyard attached to a tether switch can cut the engine instantly.

Easy to use, fun to ride and simple to maintain, the Yamaha YFZ50 is the clear choice for responsible adults – and with its YFZ450R racer-inspired styling, this mini ATV looks set to be at the top of your kid's wish list.



Yamaha White



Team Yamaha Blue



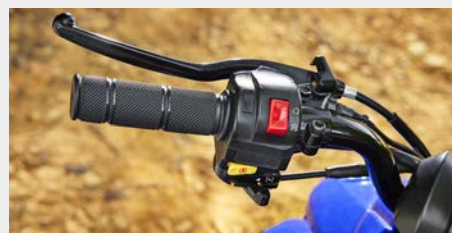
Robust 49cc engine

The 49cc four-stroke SOHC engine is tuned to develop excellent low- to mid-range performance, just where it's needed. The motor is air-cooled for simplicity, performance and long engine life, and uses ultra-reliable wet-sump lubrication.



Engine limiter and tether switch

To help young beginners grow into accomplished ATV riders, the YFZ50 includes a two-stage rpm limiter, as well as a throttle limiter to match engine performance to the rider's advancing skill level. A tethered switch also allows parents to closely monitor new riders and cut power to the engine if necessary, so young enthusiasts can safely learn the basics of ATV control.



Electric start

Push-button electric starting comes standard and is powered by a reliable sealed battery. For additional peace of mind, a kick starter is also provided.



Comfortable chassis

The YFZ50 is designed to be comfortable and accessible for new ATV riders. With its roomy ergonomics, plush seat and wide floorboards, riders won't quickly outgrow the machine before they're ready for more displacement.

YXZ1000R SS XT-R

The YXZ1000R SS XT-R is the most focused, high-performance SSV in the world. Every system on board ensures the highest level of performance in all terrains - from dunes and deserts to tight woods and muddy trails.

A range of stylish, high-spec components are specified including advanced FOX® Dual Spring suspension, beadlock rims wrapped in Yamaha-exclusive Maxxis® Carnage™ tyres, and enhanced underbody protection.

Upgraded centreline lighting provides enhanced visibility. A custom front grab bar mounts a heavy duty WARN® winch package with integrated driver controls while the composite suntop, high-quality painted bodywork, contrast-stitched seats and auxiliary lights complete the package.



Tactical Black Carbon Metallic



Industry first three-cylinder engine

Designed to bring a Pure Sport riding character like nothing else in the Side-by-Side world, the YXZ1000R SS XT-R engine was built to deliver high-revving power with the flexibility and character that only an inline triple can provide. With a compact, counterbalanced, DOHC cylinder head, a 11.3:1 compression ratio and dry-sump lubrication, the YXZ1000R SS XT-R engine offers exceptional power, a thrilling 10,500 rpm redline and high-strength internals ready to handle high-output demands.



Supersport style dashboard

The YXZ1000R SS XT-R features instruments inspired by Yamaha's high-performance supersport motorcycles. Functions include a digital speedometer, analog tachometer and programmable shift light with readouts for 4WD mode, gear position, fuel level, trip meters, hour meter, coolant temperature warning and a clock.



Plush suspension

The YXZ1000R SS XT-R features top-shelf FOX® 2.5 Podium® RC2 shocks with dual-spring-rate adjustable crossovers. All four corners are fully adjustable—spring preload, crossover adjustment, rebound and both high- and low-speed compression damping—with a huge 411mm of front travel and 432mm at the rear along with exceptional ride quality, tuneability and handling.



Yamaha paddle shift

Nothing in the Side-by-Side world can match the feeling of banging through the gears using the YXZ1000R SS XT-R's Sport Shift, a sequential five-speed manual transmission featuring Yamaha Chip Controlled Shift (YCC-S) technology. This system combines the power, durability and efficiency of a traditional manual transmission with an advanced automatic clutch system controlled with sporty paddle shifters mounted to the steering column.

Pure sports
performance.



YXZ1000R SS XT-R

Specifications

YZ450F / Monster Energy Yamaha Racing Edition

YZ250F / Monster Energy Yamaha Racing Edition

YZ250 / Monster Energy Yamaha Racing Edition

YZ125 Monster Energy Yamaha Racing Edition

Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, DOHC, rear ward slanting single cylinder	4-valves, 4-stroke, liquid-cooled, DOHC, rear ward slanting single cylinder	Reed valve with YPVS, 2-stroke, liquid-cooled, single cylinder	Reed valve with YPVS, 2-stroke, liquid-cooled forward-inclined single cylinder
Displacement	450cc	250cc	249cc	125cc
Bore x stroke	97.0 × 60.8 mm	77.0 × 53.6 mm	66.4 × 72.0 mm	54.0 mm × 54.5 mm
Compression ratio	13.0 : 1	13.8 : 1	8.9 - 10.6 : 1	8.2 - 10.1 : 1
Lubrication system	Wet sump	Wet sump	Premix	Premix
Fuel Management	Fuel Injection	Fuel Injection	Keihin PWK38S/1	Keihin PWK38S/1
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	CDI	CDI
Starter system	Electric	Electric	Kick	Kick
Transmission system	5-speed, Constant Mesh	5-speed, Constant Mesh	5-speed, Constant Mesh	6-speed, Constant Mesh
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Bilateral beam	Bilateral beam	Semi double cradle	Semi double cradle
Front suspension system	Upside-down telescopic fork	Upside-down telescopic fork	Telescopic fork	Upside-down telescopic fork
Front travel	310 mm	310 mm	300 mm	300 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	317 mm	317 mm	315 mm	315 mm
Front brake	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm
Rear brake	Hydraulic single disc, Ø240 mm	Hydraulic single disc, Ø240 mm	Hydraulic single disc, Ø240 mm	Hydraulic single disc, Ø240 mm
Front tyre	80/100-21 51M Tube type	80/100-21 51M Tube type	80/100-21 51M Tube type	80/100-21 51M
Rear tyre	120/80-19 63M Tube type	110/90-19 62M Tube type	110/90-19 62M Tube type	100/90-19 57M
Dimensions				
Overall length	2185 mm	2175 mm	2185 mm	2135 mm
Overall width	825 mm	825 mm	825 mm	825 mm
Overall height	1285 mm	1285 mm	1290 mm	1295 mm
Seat height	965 mm	970 mm	975 mm	975 mm
Wheel base	1485 mm	1475 mm	1485 mm	1440 mm
Minimum ground clearance	330 mm	335 mm	360 mm	365 mm
Wet weight (including full oil and fuel tank)	111 kg	106 kg	103 kg	95 kg
Fuel tank capacity	6.2 L	6.2 L	7.0 L	7.0 L

	YZ85 / LW	YZ65	WR450F	WR250F
Engine				
Engine type	Reed valve with YPVS, 2-stroke, liquid-cooled, single cylinder	Reed valve with YPVS, 2-stroke, liquid-cooled, single cylinder	4-valves, 4-stroke, liquid-cooled, DOHC, single cylinder	4-valves, 4-stroke, liquid-cooled, DOHC, single cylinder
Displacement	85cc	65cc	450cc	250cc
Bore x stroke	47.5 × 47.8 mm	43.5 × 43.6 mm	97.0 × 60.8 mm	77.0 × 53.6 mm
Compression ratio	8.2 - 9.6 : 1	8.1 - 9.6 : 1	13.0 : 1	13.8 : 1
Lubrication system	Premix	Premix	Wet sump	Wet sump
Fuel Management	Keihin PWK28/1	Keihin PWK28/1	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	CDI	CDI	TCI	TCI
Starter system	Kick	Kick	Electric	Electric
Transmission system	6-speed, Constant Mesh	6-speed, Constant Mesh	5-speed, Constant Mesh	6-speed, Constant Mesh
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Semi double cradle	Semi double cradle	Aluminium Bilateral beam	Aluminium Bilateral beam
Front suspension system	Telescopic fork	Telescopic fork	KYB® fork, fully adjustable inverted twin chamber	KYB® fork, fully adjustable inverted twin chamber
Front travel	275 mm	215 mm	310 mm	310 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	282 mm / LW: 287 mm	270 mm	317 mm	317 mm
Front brake	Hydraulic single disc, Ø220 mm	Hydraulic single disc, Ø198 mm	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm
Rear brake	Hydraulic single disc, Ø190 mm	Hydraulic single disc, Ø190 mm	Hydraulic single disc, Ø245 mm	Hydraulic single disc, Ø245 mm
Front tyre	70/100-19 42M Tube type	60/100-14 30M Tube type	90/90-21 54R Tube type	90/90-21 54R Tube type
Rear tyre	90/100-16 52M Tube type	80/100-12 41M Tube type	140/80-18 70R Tube type	140/80-18 70R Tube type
Dimensions				
Overall length	1820 mm / LW: 1895 mm	1615 mm	2175 mm	2175 mm
Overall width	760 mm / LW: 760 mm	760 mm	825 mm	825 mm
Overall height	1135 mm / LW: 1175 mm	1000 mm	1270 mm	1270 mm
Seat height	840 mm / LW: 885 mm	755 mm	955 mm	955 mm
Wheel base	1255 mm / LW: 1285 mm	1140 mm	1480 mm	1480 mm
Minimum ground clearance	320 mm / LW: 360 mm	265 mm	320 mm	320 mm
Wet weight (including full oil and fuel tank)	73 kg / LW: 75 kg	61 kg	119 kg	115 kg
Fuel tank capacity	5.0 L	3.5 L	7.9 L	7.9 L

Specifications

	YZ450FX	YZ250FX	YZ250X	YZ125X
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, DOHC, rear ward slanting single cylinder	4-valves, 4-stroke, liquid-cooled, DOHC, rear ward slanting single cylinder	Reed valve with YPVS, 2-stroke, liquid-cooled, single cylinder	Reed valve with YPVS, 2-stroke, liquid-cooled forward-inclined single cylinder
Displacement	450cc	250cc	249cc	125cc
Bore x stroke	97.0 × 60.8 mm	77.0 × 53.6 mm	66.4 × 72.0 mm	54.0 mm × 54.5 mm
Compression ratio	13.0 : 1	13.8 : 1	7.9 - 9.4 : 1	7.4 - 8.8 : 1
Lubrication system	Wet sump	Wet sump	Premix	Premix
Fuel Management	Fuel Injection	Fuel Injection	Keihin PWK38S/1	Keihin PWK38S/1
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	CDI	CDI
Starter system	Electric	Electric	Kick	Kick
Transmission system	5-speed, Constant Mesh	5-speed, Constant Mesh	5-speed, Constant Mesh	6-speed, Constant Mesh
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Bilateral beam	Bilateral beam	Semi double cradle	Semi double cradle
Front suspension system	Upside-down telescopic fork	Upside-down telescopic fork	Telescopic fork	Upside-down telescopic fork
Front travel	310 mm	310 mm	300 mm	300 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	317 mm	317 mm	315 mm	315 mm
Front brake	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm	Hydraulic single disc, Ø270 mm
Rear brake	Hydraulic single disc, Ø245 mm	Hydraulic single disc, Ø245 mm	Hydraulic single disc, Ø245 mm	Hydraulic single disc, Ø245 mm
Front tyre	80/100-21 51M Tube type	80/100-21 51M Tube type	90/90-21 54M Tube type	90/90-21 Dunlop AT81F
Rear tyre	120/90-18 65M Tube type	110/100-18 64M Tube type	110/100-18 64M Tube type	110/90-18 Dunlop AT81
Dimensions				
Overall length	2175 mm	2175 mm	2180 mm	2140 mm
Overall width	825 mm	825 mm	825 mm	825 mm
Overall height	1270 mm	1270 mm	1285 mm	1285 mm
Seat height	955 mm	955 mm	970 mm	955 mm
Wheel base	1480 mm	1480 mm	1480 mm	1455 mm
Minimum ground clearance	320 mm	320 mm	355 mm	365 mm
Wet weight (including full oil and fuel tank)	116 kg	111 kg	104 kg	95 kg
Fuel tank capacity	8.2 L	8.2 L	8.0 L	8.0 L

	TT-R230	TT-R125LWE	TT-R110E	TT-R50E
Engine				
Engine type	Air-cooled, 2-valves, 4-stroke, SOHC, single cylinder	Air-cooled, 2-valves, 4-stroke, SOHC, single cylinder	Air-cooled, 2-valves, 4-stroke, SOHC, single cylinder	Air-cooled, 2-valves, 4-stroke, SOHC, single cylinder
Displacement	223cc	124cc	110cc	49cc
Bore x stroke	70.0 x 58.0 mm	54.0 x 54.0 mm	51.0 x 54.0 mm	36.0 x 48.6 mm
Compression ratio	9.5 : 1	10.0 : 1	9.3 : 1	9.5 : 1
Lubrication system	Wet sump	Wet sump	Wet sump	Wet sump
Fuel Management	Y26P x 1	Mikuni VM20/1	Mikuni VM16/1	Mikuni VM11/1
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple-disc and centrifugal automatic
Ignition system	CDI	CDI	CDI	CDI
Starter system	Electric	Electric and kick	Electric	Electric
Transmission system	6-speed, Constant Mesh	5-speed, Constant Mesh	4-speed, Constant Mesh	3-speed, Constant Mesh
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond	Diamond	Steel tube backbone	Steel tube backbone
Front suspension system	Telescopic fork	Telescopic fork	Telescopic fork	Telescopic fork
Front travel	180 mm	180 mm	115 mm	96 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm	Swingarm
Rear Travel	168 mm	168 mm	110 mm	71 mm
Front brake	Hydraulic single disc, Ø220 mm	Hydraulic single disc, Ø220 mm	Mechanical leading trailing drum brake, Ø95 mm	Mechanical leading trailing drum brake, Ø80 mm
Rear brake	Drum	Mechanical leading trailing drum brake, Ø110 mm	Mechanical leading trailing drum brake, Ø110 mm	Mechanical leading trailing drum brake, Ø80 mm
Front tyre	80/100-21 51R Tube type	70/100-19 42M	2.50-14 4PR Tube type	2.50-10 4PR Tube type
Rear tyre	100/100-18 59R Tube type	90/100-16 52M	3.00-12 4PR Tube type	2.50-10 4PR Tube type
Dimensions				
Overall length	2065 mm	1885 mm	1565 mm	1305 mm
Overall width	800 mm	795 mm	680 mm	595 mm
Overall height	1180 mm	1085 mm	920 mm	795 mm
Seat height	870 mm	805 mm	670 mm	555 mm
Wheel base	1385 mm	1270 mm	1080 mm	925 mm
Minimum ground clearance	295 mm	295 mm	180 mm	135 mm
Wet weight (including full oil and fuel tank)	114 kg	90 kg	72 kg	58 kg
Fuel tank capacity	8.0 L	6.0 L	3.8 L	3.1 L

Specifications

	PW50	XT1200ZE	XTZ690	AG200
Engine				
Engine type	Air-cooled, 2-stroke, reed-valve	Forward-inclined parallel 2-cylinder, liquid-cooled, 4-stroke, DOHC, 4-valves	Liquid-cooled, 4-stroke, DOHC, 4 valves, 2-cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder
Displacement	49cc	1199cc	689cc	196cc
Bore x stroke	40.0 × 39.2 mm	98.0 × 79.5 mm	80.0 × 68.6 mm	67.0 × 55.7 mm
Compression ratio	6.0 : 1	11.0 : 1	11.5 : 1	9.5 : 1
Lubrication system	Autolube	Dry sump	Wet sump	Wet sump
Fuel Management	Mikuni VM12/1	Fuel injection	Fuel injection	BS26 x 1
Clutch type	Wet, centrifugal automatic	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	CDI	TCI	TCI	CDI
Starter system	Kick	Electric	Electric	Electric and kick
Transmission system	Automatic	6-speed, Constant Mesh	6-speed, Constant Mesh	5-speed, Constant Mesh
Final transmission	Shaft	Shaft	Chain	Chain
Chassis				
Frame	Steel tube backbone	Steel tube backbone	Steel tube backbone, double cradle	Diamond
Front suspension system	Telescopic fork	Telescopic fork	Upside-down telescopic fork	Telescopic fork
Front travel	60 mm	190 mm	210 mm	200 mm
Rear suspension system	Unit swing	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm
Rear Travel	50 mm	190 mm	200 mm	155 mm
Front brake	Mechanical leading trailing drum brake	Hydraulic dual disc, Ø310 mm	Hydraulic dual disc, Ø282 mm	Mechanical leading trailing drum brake
Rear brake	Mechanical leading trailing drum brake	Hydraulic single disc, Ø282 mm	Hydraulic single disc, Ø245 mm	Mechanical leading trailing drum brake
Front tyre	2.50-10 4PR Tube type	110/80 R19 M/C 59V Tubeless	90/90 R21 M/C 54V	80/100-21 51M Tube type
Rear tyre	2.50-10 4PR Tube type	150/70R17M/C 69V Tubeless	150/70 R18 M/C 70V	4.10-18 59M Tube type
Dimensions				
Overall length	1245 mm	2255 mm	2365 mm	2160 mm
Overall width	575 mm	980 mm	915 mm	930 mm
Overall height	715 mm	1410/1470 mm	1455 mm	1155 mm
Seat height	485 mm	845/870 mm	880 mm	830 mm
Wheel base	855 mm	1540 mm	1590 mm	1345 mm
Minimum ground clearance	105 mm	190 mm	240 mm	255 mm
Wet weight (including full oil and fuel tank)	39 kg	265 kg	206 kg	128 kg
Fuel tank capacity	2.0 L	23.0 L	16.0 L	10.0 L

	AG125	YFM700R	YFZ450R	YFM90A
Engine				
Engine type	Air-cooled, 4-stroke, SOHC, single cylinder	Liquid-cooled, 4-stroke, SOHC, 4-valve, single cylinder	Liquid-cooled, 4-stroke, DOHC, 5-valve, single cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder
Displacement	124cc	686cc	449cc	90cc
Bore x stroke	54.0 × 54.0 mm	102.0 × 84.0 mm	95.0 × 63.4 mm	47.0 × 51.8 mm
Compression ratio	10.1 : 1	10.0 : 1	11.8 : 1	9.2 : 1
Lubrication system	Wet sump	Dry sump	Dry sump	Wet sump
Fuel Management	MV28 x 1	Fuel injection	Fuel injection	H66D16 x 1
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Dry, centrifugal
Ignition system	CDI	TCI	TCI	CDI
Starter system	Electric and kick	Electric	Electric	Electric and kick
Transmission system	5-speed, Constant Mesh	5-speed, Constant Mesh	5-speed, Constant Mesh	V-belt automatic
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond	Steel tube	Steel tube	Steel tube
Front suspension system	Telescopic fork	Independent double wishbone	Independent double wishbone	Single A-arm
Front travel	180 mm	230 mm	250 mm	126 mm
Rear suspension system	Swingarm	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm
Rear Travel	130 mm	256 mm	280 mm	145 mm
Front brake	Mechanical leading trailing drum brake	Hydraulic dual discs	Hydraulic dual discs	Mechanical leading trailing drum brake
Rear brake	Mechanical leading trailing drum brake	Hydraulic disc	Hydraulic disc	Mechanical leading trailing drum brake
Front tyre	2.75-19-4PR Tube type	AT22 x 7-10	AT21 X 7R10	AT19 x 7-8
Rear tyre	3.50-18-4PR Tube type	AT20 x 10-9	AT20 X 10R9	AT18 x 9-8
Dimensions				
Overall length	2110 mm	1845 mm	1795 mm	1563 mm
Overall width	940 mm	1155 mm	1240 mm	1030 mm
Overall height	1095 mm	1115 mm	1065 mm	1005 mm
Seat height	800 mm	830 mm	810 mm	730 mm
Wheel base	1350 mm	1280 mm	1270 mm	1030 mm
Minimum ground clearance	225 mm	113 mm	115 mm	210 mm
Wet weight (including full oil and fuel tank)	113 kg	192 kg	184 kg	139.6 kg
Fuel tank capacity	11.0 L	11.0 L	10.0 L	6.6 L

Specifications

	YFM90R	YFZ50	YXZ1000R SS XT-R
Engine			
Engine type	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder	Liquid-cooled, 4-stroke, DOHC, 4-valve, 3-cylinder
Displacement	90cc	49.4cc	998cc
Bore x stroke	47.0 × 51.8 mm	39.0 × 41.4 mm	80.0 × 66.2 mm
Compression ratio	9.2 : 1	8.5 : 1	11.3 : 1
Lubrication system	Wet sump	Wet sump	Dry sump
Fuel Management	H66D16 x 1	VM12 x 1	Fuel injection
Clutch type	Dry, centrifugal	Dry, centrifugal	Wet, Multiple Disc
Ignition system	CDI	CDI	TCI
Starter system	Electric and kick	Electric and kick	Electric
Transmission system	V-belt automatic	V-belt automatic	5-speed, Constant Mesh, paddle shift
Final transmission	Chain	Chain	Shaft
Chassis			
Frame	Steel tube	Steel tube	Steel tube
Front suspension system	Single A-arm	Single A-arm	Independent double wishbone with anti-sway bar
Front travel	126 mm	60 mm	410 mm
Rear suspension system	Swingarm	Swingarm	Independent double wishbone with anti-sway bar
Rear Travel	145 mm	51 mm	432 mm
Front brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake	Hydraulic dual discs
Rear brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake	Hydraulic dual discs, shaft mounted park brake
Front tyre	AT18 x 7-8	AT16 x 6.5-7	29 x 9.00R-14
Rear tyre	AT18 x 9-8	AT16 x 7-7	29 x 11.00R-14
Dimensions			
Overall length	1485 mm	1250mm	3121 mm
Overall width	1020 mm	820 mm	1626 mm
Overall height	955 mm	770 mm	1834 mm
Seat height	750 mm	585 mm	640 mm
Wheel base	1030 mm	830 mm	2300 mm
Minimum ground clearance	210 mm	88 mm	330 mm
Wet weight (including full oil and fuel tank)	126.5 kg	100 kg	709 kg
Fuel tank capacity	6.6 L	5.8 L	34.0 L



YAMAHA

YAMAHA

100%

100%

MONSTER ENERGY



WR450F / WR250F Accessories



Slip-on Muffler Titanium
90798-31822-00



Header Pipe Full Titanium
90798-31821-00



GYTR® Billet Clutch Cover
B7B-E54E0-V0-00



GYTR® Billet Clutch Inner Hub
B7B-E63C0-V0-00



GYTR® Clutch Basket
B7B-E63A0-V0-00



GYTR® High Compression Piston
B7B-E16A0-V0-00



GYTR® Folding Clutch Lever
2GB-H39B0-V0-00



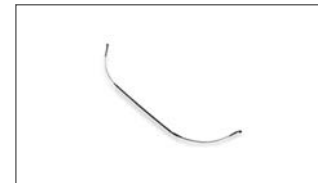
Front Brake Reservoir Cover
1SR-F1704-50-00



MXGP Replica Front Wheel (1,60" x 21")
1SL-F2053-7R-P1



MXGP Replica Rear Wheel (2,15" x 19")
5XC-F2050-9R-P1



GYTR® Stainless Steel Braided Rear Brake Line
5XC-F58A0-V0-00



GYTR® Radiator Cages
B3J-E24D0-V0-00



High Seat Foam
B7B-F47C0-T0-EU



High Flow Air Filter By Twin Air®
BR9-E4451-T0-00



GYTR® MX Glide Plate
B09-F14B0-E0-00



GYTR® Billet Ignition Cover
B7B-E54G0-V0-00



GYTR® Plastic Chain Guide
17D-F21E0-V0-00



Hand Guards Off-Road
B11-F0748-00-BK



Magnetic Oil Drain Bolt
BR9-E51C0-EU-00



Quick Release Air Bleeders
DBY-ACC56-34-66



Holeshot Device
1SL-F1825-0B-L0



Yamaha Racing Pit Mat
YME-ENVIR-HQ-01



Pitboard Yamaha Racing
YME-PITBD-00-00



GYTR® Clean Grip Cover
GYT-F6241-C0-00





GYTR® Performance Parts

Genuine Yamaha Technology Racing (GYTR®) is the in-house specialist parts division fully committed to the development of cutting-edge performance parts, kits and accessories for your Yamaha. Founded over 40 years ago, GYTR works hand-in-hand with Yamaha's engineering division as well as racing teams and Yamaha factory riders.

This close relationship ensures that every GYTR Performance Part has been developed to the highest technical standards. And you can be confident that every GYTR part not only will fit perfectly but is also guaranteed to boost performance while maintaining your Yamaha's reliability and rideability.





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Be Smart. Keep it Genuine.

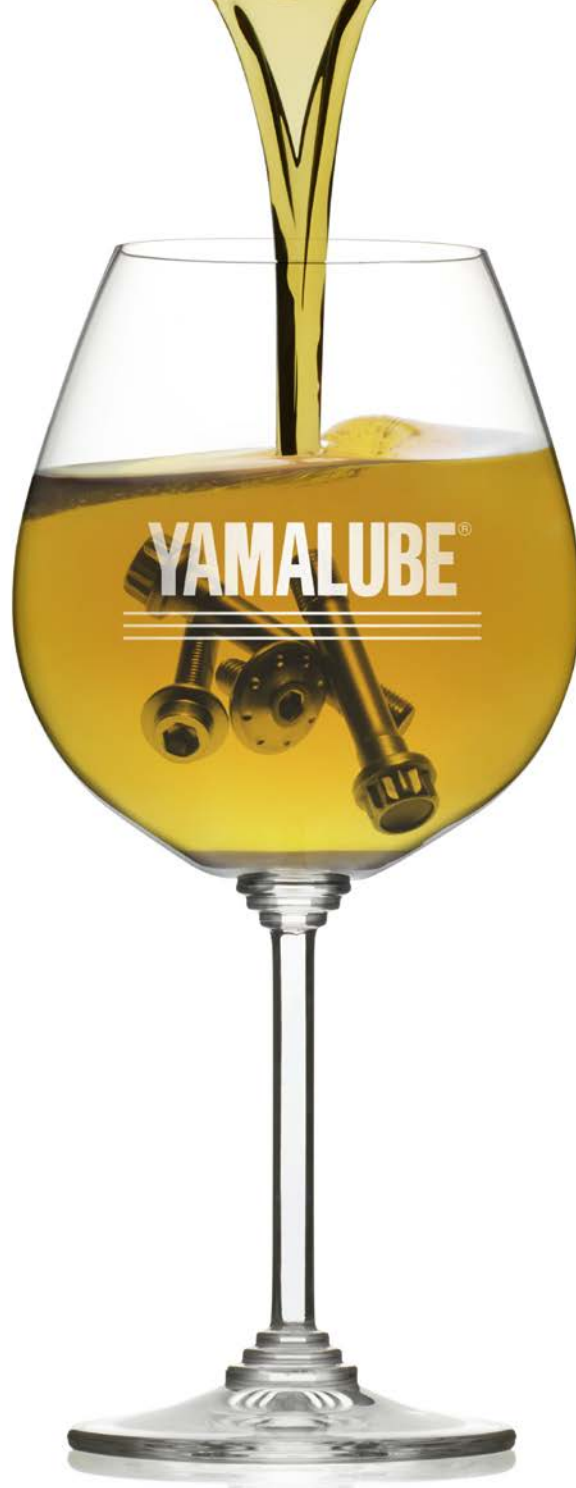
To ensure that your Yamaha delivers optimum performance with long-term reliability, we recommend that you always use Yamaha Genuine Parts. Our high-quality spare parts comply with proven safety standards, fit perfectly and have a high resistance to wear - giving you peace of mind.

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 **YAMAHA**
GENUINE
Parts & Accessories





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By always using Yamalube you can be sure that your engine has the potential to run at peak performance, and deliver the durability and reliability that you expect from every Yamaha. We also manufacture a range of care products that keep your pride and joy in tip-top conditions. Your local Yamaha dealer can advise you on the best Yamalube product for your Yamaha or visit our website.





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ACN 002 556 989.

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Dealer



Always remember to review your Yamaha Motor Australia Pty Ltd ('Yamaha') Motorcycle Owner's Manual before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots and always be sure your bike is in first-class condition before riding. Keep it well-maintained and always outfitted in accordance with state and local laws. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for manoeuvring and braking. All riders should ride well within the limits of their abilities, never beyond them. Always ride in a responsible manner, respecting the environment as well as all state and local laws. Ride responsibly, and remember, motorcycle riders, as all motorists, must practice defensive driving. Do not drink and ride. It is illegal and dangerous. Yamaha encourages you to ride safely and respect the environment. Yamaha reserves its rights to change specifications and colour options without notice, in accordance with national regulations and legislations. Specifications and measurements are approximate only and may be subject to variances, please confirm with your dealer before purchase. Images for display purposes. Professional riders depicted on closed courses. Overseas models shown. Models may feature non-standard items.



2022 Road



REVS

Yamaha revs your heart more than ever!

Yamaha's 2022 range is built to take you into a thrilling new world, where you will feel a new level of emotion and excitement. And whatever your style of riding, there is a Yamaha that can satisfy your desire to break free and discover true freedom.

Inspired directly by the MotoGP championship winning M1, the Supersport range has so much to offer. Bringing sports performance with everyday fun, the new R7 opens up adrenalin-filled riding to a new generation of Supersport riders. The iconic World GP 60th Anniversary models celebrate Yamaha's successful racing history with their historic white livery and red speed block graphics –

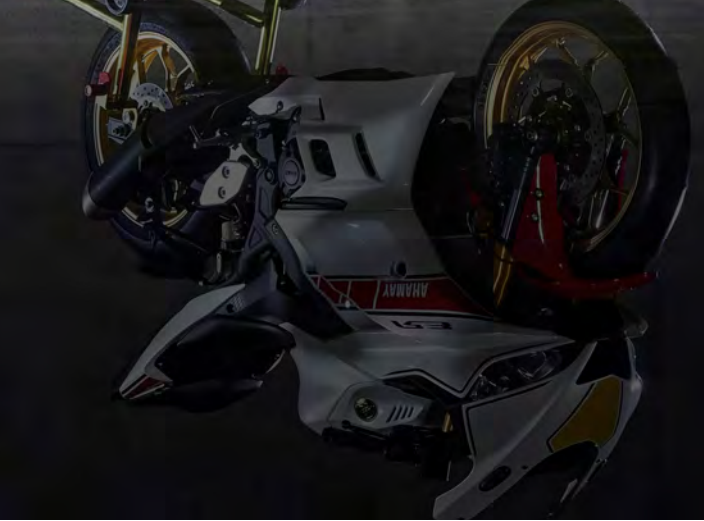
and every Supersport model is also available in the new duo-tone Icon Blue.

The aggressive Hyper Naked range is headed up by the compact new MT-10, which delivers increased power and agility – and with its high-tech Öhlins electronic suspension, the new MT-10SP gives you ultimate control.

Equipped with a more powerful 890cc high-torque engine and lightweight chassis, the new XSR900 is Yamaha's ultimate Faster Son. Together with the XSR700, the Sport Heritage range has the right bike for every step in your motorcycling journey.

No one offers a more diverse range of Sport Touring machines, and with a choice of 2-cylinder and 3-cylinder high torque-engines – and the option of 2 or 3 wheels – Yamaha's Sport Tourers give you endless possibilities.

Whether you are zipping around town or enjoying a longer trip, Yamaha scooters are simple, easy and fun. Our wide range starts at the super lightweight D'elight and covers our Leaning Multi Wheel Tricity 155 and 300 and is topped off by the Supersport legend TMAX 560. There really is a scooter for everyone.





**SUPER
SPORT**

YZF-R1M

The YZF-R1M is the most advanced production motorcycle ever created by Yamaha. Built specifically for supreme performance on the racetrack, it is equipped with revolutionary electronic control technology that enables you to push even harder and discover your true potential.

Yamaha has created the race-focused R1M using some of the most sophisticated technology developed from the race-winning M1 MotoGP bike. Its state-of-the-art Öhlins Electronic Racing Suspension (ERS) with NPX anti-cavitation gas front forks bring out your best performance at every circuit – and the low frontal area carbon bodywork helps to shave lap times.

But what really makes the R1M such a game-changer are the high-tech rider aids including Brake Control, Engine Brake Management and Launch Control – as well as a Communication Control Unit for datalogging and wireless engine tuning.

Available in the renewed carbon and black Icon Performance colour featuring blue accents and blue wheels, the R1M is the ultimate R-Series delivering the most complete racetrack package.



Icon Performance



998cc crossplane engine

The YZF-R1M comes equipped with the next generation of Yamaha's unique 998cc inline four-cylinder crossplane crankshaft engine for refined performance. Features such as titanium fracture-split connecting rods and offset cylinders contribute to a responsive and potent character, while the cylinder head, fuel injectors, finger-follower rocker arms, and camshaft profiles gives improved high rpm performance.



Enhanced electronic racing suspension

Öhlins Electronic Racing Suspension (ERS) on the YZF-R1M features new NPX pressurised fork legs, along with a revised rear shock. Everything is adjustable through the YRC settings and Y-TRAC on the TFT dash or via a smartphone.



Communication Control Unit

A Communication Control Unit (CCU) enables checks of the various forms of machine information and simplifies the setting process in order to heighten the instrument panel's function as a rider-machine interface. Comprised of the CCU and a GPS antenna, running data can be recorded via a data logger and with the GPS function, the system also enables automatic lap time recording on circuits.



Quick Shift System

The YZF-R1M also comes equipped with a Quick Shift System (QSS) that gives faster gear changing. This system instantly cancels drive torque when an upshift is detected - enabling full throttle clutchless upshifts for outstanding acceleration through the close ratio 6-speed transmission.

**R history.
Your future.
We R1.**



YZF-R1M

R heritage.
R performance.
R/World.



YZF-R1 World GP 60th Anniversary Edition

Featuring cutting-edge technology from Yamaha's race-winning M1 MotoGP® machine, the R1 is the ultimate race-bred Supersport. And to commemorate 60 years of Grand Prix racing, the outstanding R1 World GP 60th Anniversary is created. Finished in historic racing colours, it's the ultimate tribute to some of Yamaha's most iconic racing bikes – and is sure to become a collector's machine with riders who appreciate this special heritage.

The R1 World GP 60th Anniversary features iconic red 'speed block' graphics and a white fairing – combined with a 60th anniversary emblem, yellow front plate and golden wheels – that are inspired by Yamaha's original factory race bikes that were taken to victory by legendary riders including Read, Saarinen, Agostini and Roberts. They're an integral part of Yamaha's history. And by riding the R1 World GP 60th Anniversary you can be a part of this very special celebration.

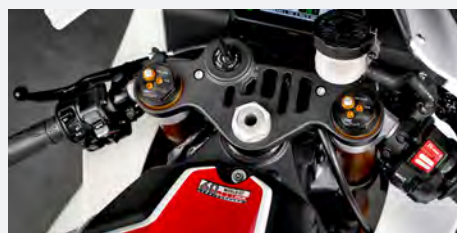


World GP 60th Anniversary



998cc crossplane engine

A key feature of the R1's 998cc engine is the crossplane crankshaft with its uneven 270°-180°-90°-180° firing sequence that delivers strong, linear torque. Featuring a high-efficiency intake system along with specially designed finger-follower rocker arms, this race-developed engine delivers remarkable high rpm performance.



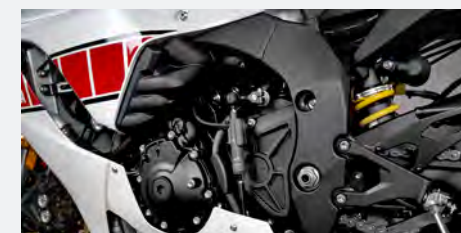
43mm KYB forks

The R1 World GP 60th Anniversary is equipped with high-specification 43mm KYB forks featuring laminated type damping valves. Together with the advanced rear shock this suspension system gives you a sensation of being connected directly to the road surface, making the R1 feel as if it is an extension of your body.



LED headlights

The aggressive face of the R1 World GP 60th Anniversary features LED headlights that project a sharp and menacing look. And the M1-style cowlings are also fitted with compact position lights that reinforce the bike's street presence and underline its pure race-bred design.



World GP 60th Anniversary livery

First seen on Yamaha's early GP bikes, the R1 World GP 60th Anniversary's iconic red 'speed block' design on a pure white bodywork is amongst the most famous and best-loved graphics of all time. The thick red stripe running along the top of the tank and tail captures the spirit of the pioneering factory racers – while the gold-coloured wheels and yellow front number plate are coming straight from the racetrack.

YZF-R1

Every piece of advanced technology on the R1 has been developed using the knowledge gained from Yamaha's involvement in racing at the highest level. The remarkable 998cc 4-cylinder crossplane engine is a direct descendant of the M1 unit – while the aerodynamic bodywork comes straight from the racetrack.

But above all it's the R1's incredible array of smart electronics that make this bike so very special. Equipped with everything from a ride-by-wire throttle through to a Launch Control System (LCS), Engine Brake Management (EBM) as well as Brake Control (BC) and much more, this is the ultimate Yamaha Supersport that is built to lead the way on the street and track. And it comes in a sporty new duo-tone Icon Blue with matt blue colour scheme, as well as the dynamic Midnight Black option.



Midnight Black



Icon Blue



998cc crossplane engine

A key feature of the R1's 998cc engine is the crossplane crankshaft with its uneven 270°-180°-90°-180° firing sequence that delivers strong, linear torque. Featuring a high-efficiency intake system along with specially designed finger-follower rocker arms, this race-developed engine delivers remarkable high rpm performance.



43mm KYB forks

The R1 is equipped with high-specification 43mm KYB forks featuring laminated type damping valves. Together with the advanced rear shock this suspension system gives you a sensation of being connected directly to the road surface, making the R1 feel as if it is an extension of your body.



Aerodynamic bodywork

The R1 looks ultra-sharp with its M1-style cowlings and fully integrated fairing that give the bike an aggressive race-developed profile. By enabling you to tuck in close to the bike, this lightweight bodywork achieves the highest levels of aerodynamic efficiency for outstanding high-speed performance.



Brake Control system

Technology is transforming the way we ride, and the R1 features no fewer than seven electronic control systems. Featuring two modes, the Brake Control (BC) system analyses data such as lean angle and slipping acceleration and modulates hydraulic brake pressure to prevent wheel lock ups.

R history.
Your future.
We R1.



YZF-R1

R heritage.
R performance.
R/World.



YZF-R7 World GP 60th Anniversary Edition



Created using the same pure race-bred DNA that comes with every Yamaha Supersport bike, the R7's compact dimensions and high-torque engine are guaranteed to put a smile on your face with every ride. And to celebrate 60 years of Grand Prix racing, Yamaha has created the exclusive R7 World GP 60th Anniversary with the iconic white and red 'speed block' colour scheme.

Every R-Series Supersport owes its existence to Yamaha's race bikes. The R7 World GP 60th Anniversary's iconic white body colour with red 'speed block' graphics and special 60th anniversary emblem – combined with a red front fender, yellow front plate and gold-coloured wheels – embodies 60 years of GP racing and celebrates the famous race bikes and riders that have helped to make Yamaha what it is today.

Available in two variants; LAMs approved 655cc or full power 689cc.



World GP 60th Anniversary



Torque CP2 engine

Yamaha's proven 655/689cc liquid-cooled, inline 2-cylinder DOHC fuel-injected CP2 engine delivers excellent power and performance throughout the rpm range for an exhilarating ride and a true Supersport experience. Its 270-degree crankshaft delivers linear torque for exciting acceleration and limited vibration.



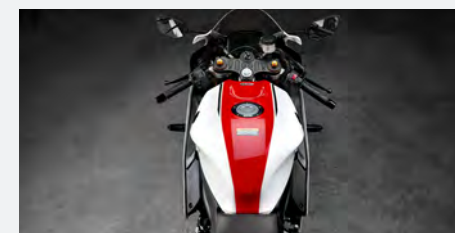
Inverted KYB front forks

The KYB 41mm inverted front forks give a planted and confident feeling on racetracks and twisty roads. Featuring full adjustability for preload as well as rebound and compression damping – and equipped with a gravity cast upper triple clamp and forged aluminium lower triple clamp – this high-specification front end gives excellent controllability and precision.



Aerodynamic cowling and twin-eye face

You don't need to see the Yamaha logo to know that this stunning new Supersport is part of the legendary R-Series family. The lightweight full fairing with aluminium lower panels has been shaped by pure R-Series DNA and features an aggressive twin-eye face with its M-shaped air duct and a powerful central LED headlight.



World GP 60th Anniversary livery

The iconic red 'speed block' graphics featured on Yamaha's early GP bikes are amongst the most famous and best-loved designs of all time. Pure white bodywork with a thick red stripe running along the top of the tank and tail captures the spirit of the pioneering factory racers – and the gold-coloured wheels and yellow front number plate come straight from the racetrack.

YZF-R7



The all-new YZF-R7 is the latest model in Yamaha's Supersport segment. Built from the ground up with a sleek ultra-thin lightweight chassis powered by Yamaha's proven CP2 engine, and enhanced with track-focused Supersport features, the YZF-R7 embodies Yamaha's rich history of aggressive performance and racing dominance.

The YZF-R7 delivers proven power, a narrow chassis, and new styling that reflects the exhilarating next-generation of R/World. It is packed with a range of features that include an engaging torquey CP2 engine, a slim and lightweight frame with excellent aerodynamics, an inverted front fork with supreme front-end feel, and a racing-inspired cockpit with a Supersport rider position.

Available in two variants; LAMs approved 655cc or full power 689cc.



Yamaha Black



Icon Blue



Torquey CP2 engine

Yamaha's proven 655/689cc liquid-cooled, inline 2-cylinder DOHC fuel-injected CP2 engine delivers excellent power and performance throughout the rpm range for an exhilarating ride and a true Supersport experience. Its 270-degree crankshaft delivers linear torque for exciting acceleration and limited vibration.



Inverted KYB front forks

The YZF-R7 is the first Yamaha model to feature a radial brake master cylinder from Brembo. This new Brembo radial master cylinder provides a more linear supply of hydraulic pressure to the radial mounted, four pot front brake calipers creating excellent controllability and stopping power through dual 298mm front brake rotors.



Aerodynamic cowling and twin-eye face

The iconic R-Series M-shaped intake duct and twin-eye front design of the new YZF-R7 houses an adaptive bi-functional LED headlight. The R7 is also equipped with a new LED taillight and front and rear turn signals. Light and compact, the new LED lighting complements the next-generation style of the bike and reinforces the premium specification of the supersport class. Not only do the LEDs offer long life with minimal power draw, they provide brilliant illumination for confidence and visibility day or night.



Digital LCD instrumentation

The YZF-R7 features a new full LCD instrument panel. The high-contrast negative dashboard and its compact and lightweight multifunction display with larger displays for the clock, gear, trip meters and tachometer provide clear information. The use of spot colour gives an accent for the high-rpm range display – and new handlebar switches enables the rider to operate the meter more easily and efficiently.

Where R/World
meets yours.



YZF-R7

R/World Only.



YZF-R6 RACE

This is the ultimate 600cc Supersport bike that has been dominating WorldSSP racing for years. Like every R-Series it has been developed without compromise in order to achieve the highest levels of performance. And to make it even easier for you and your team to prepare for the racing season, the track-only R6 RACE is now supplied in race ready trim.

The R6 RACE is equipped with an aggressively styled body featuring the iconic M-shaped front air intake. Inspired by the factory's M1 MotoGP® bike, this bodywork gives you maximum aerodynamic efficiency for reduced lap times – while the compact Deltabox chassis, sculpted aluminium fuel tank and slim magnesium subframe enable you to tuck in close to the bike on the straight.



Tech Black



High performance engine

The high-performance R6 engine has achieved legendary status by winning five consecutive WorldSSP Championships. Like every R-Series it's been constructed with advanced race-developed technology from Yamaha's World Championship machinery. The combination of lightweight forged pistons with a 13.1 : 1 compression ratio and titanium valves give you a thrilling ride along with winning performance.



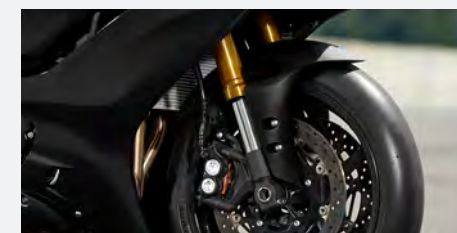
Sophisticated electronic control technology

The R6 RACE is equipped with various high-tech electronic systems that help you to achieve your best performance. The Quick Shift System (QSS) enables full throttle clutchless upshifting, and the Yamaha Chip Controlled Intake (YCC-I) and Yamaha Chip Controlled Throttle (YCC-T) – as well as a slipper clutch and close ratio 6-speed transmission – give you the highest level of controllability on every circuit.



Race-ready specification

The R6 RACE is now supplied from the factory in a race-ready specification with non-essential road components removed. This makes circuit preparation quicker and easier, and confirms the R6 RACE as the ultimate track bike with an outstanding race record that is second to none.



High-specification R1-type front forks

Coming with an extremely high specification as standard, the R6 RACE is equipped with golden coloured state-of-the-art R1-type fully adjustable 43mm front forks. This high-tech front end gives outstanding roadholding with excellent feedback and contributes significantly towards making this one of the best-handling bikes in the class.

YZF-R3 World GP 60th Anniversary Edition



With its high-revving 321cc engine, compact chassis and aggressive M1 MotoGP®-inspired fairing, the R3 is Yamaha's ultimate 300 Supersport. And now featuring the dynamic racing colours from Yamaha's historic GP bikes, the exclusive R3 World GP 60th Anniversary takes R/World to the next level with its iconic race-bred style.

The R3 World GP 60th Anniversary's white bodywork features the famous red 'speed block' graphics that were made famous by Yamaha's legendary race bikes from previous decades. A red front fender and red stripe on the tank reinforce the GP pedigree – while the historic racing style is competed with golden wheels, a gold tank badge and a yellow race-style number plate.

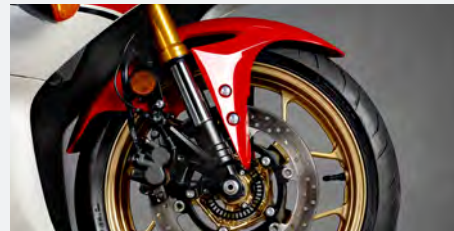


World GP 60th Anniversary



Potent twin-cylinder powerplant

Yamaha's 321cc liquid-cooled, inline 2-cylinder engine delivers excellent power and performance throughout the rpm range. With a 180-degree crank design and integrated counterbalancer, the layout minimises vibrations for a smooth, refined engine character.



KYB USD front forks

The R3 World GP 60th Anniversary features 37mm KYB USD forks with optimised spring and damping settings. This design gives a large surface area for the sliding tube, that ensures high levels of fork rigidity for sporty front-end feel and feedback without losing real-world comfort – and the special top clamp reinforces the radical M1-inspired style.



R-Series inspired face

With its glaring face, this bike is pure R-Series, and features a dynamic front fairing and a race-type screen inspired by the iconic R1. Dual LED headlights and a central air duct work with the cross-layered fairing panels to maximise cooling airflow for the engine, making this the most outstanding Supersport in the 300cc class.



Lightweight wheels & Supersport tyres

Featuring five pairs of thin cast spokes that complement the bike's sleek R-Series looks, the 17-inch wheels are fitted with a 110/70-17 radial front tyre and a wide 140/70-17 radial rear tyre. These cast aluminium wheels with light hollow axles are both strong and stylish, while also minimising unsprung weight for refined handling performance.

Celebrate 60 years
of R history.



YZF-R3 WGP

R/World is calling.



YZF-R3

Driven by a high-revving 321cc engine, the R3 comes fully equipped with a wide range of key features that give you outstanding performance, alongside class-leading quality and head turning style. It's Yamaha's ultimate lightweight LAMs approved supersport.

The R3's slim and athletic bodywork features a central air intake that's inspired by Yamaha's iconic race-winning M1 MotoGP® machine. Its radical good looks, aerodynamic race-bred fairing and aggressive dual LED headlights underline its pure R-Series DNA, making it the most desirable 300 on the street or track.

High-specification 37mm KYB inverted front forks ensure precise suspension feel and feedback – and the combination of a low fuel tank and low handlebars gives the R3 an ergonomic riding position with plenty of comfort together with precise control. You are now ready to enter R/World.



Midnight Black



Vivid Orange

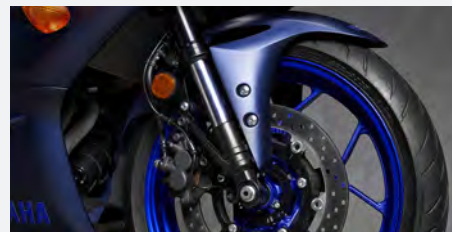


Icon Blue



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R-Series inspired face

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Low fuel tank and handlebar position

Thanks to the low fuel tank design and low handlebars, the R3's ergonomics give a pure Supersport riding experience. As well as being extremely comfortable, the riding position makes it easy to grip the machine with your knees for improved confidence, especially when you're tucking in close to the bodywork for maximum aerodynamic efficiency.

YZF-R15



The entry level YZF-R15 comes with a punchy 155cc, liquid-cooled engine that runs a high compression ratio for sporty performance. Plus Variable Valve Actuation improves low end torque as well as top end grunt. The chassis is sharp steering and a slipper clutch is fitted for smooth gear changes under hard downshifts.

R15's lightweight nature, supreme handling and surprising pulling power offer the sporty option for the city commute - while sipping fuel at a miserly rate.



Thunder Grey



Racing Blue



Single-cylinder 155cc engine

The engine features a lightweight forged aluminium piston with DiASil coated cylinder wall, large diameter intake and exhaust ports, a large volume air cleaner, an assist and slipper clutch and a muffler with a three-stage expansion chamber. In addition to impressive power, the engine is also economical on fuel, delivering in excess of 450km from a single tank - that's an incredible 45km per litre.



Large brakes

Braking performance has been increased with large 282mm front brake disc and twin-piston caliper. At the rear is a 220mm disc with a single-piston caliper.



Aerodynamic bodywork

The aerodynamic racing-inspired bodywork features a central air intake and layered fairings. An indentation in the top of the 11 litre fuel tank optimises the rider's tuck position whilst allowing for a more streamlined design.



Race-inspired styling

Slim twin-eye LED headlights have an aggressive glaring eyes look similar to the YZF-R1, while the cockpit features a YZR-M1-inspired triple clamp and multi-function LCD instrument panel.

Enter R/World.



YZF-R15

R WORLD



RACING IS OUR DNA

At Yamaha cutting edge technologies hard earned at the racetrack quickly make their way onto our production machines. The same technologies that push our riders and teams onto championship glory can soon be enjoyed by riders across the globe - which is why we are proud to say racing is in our DNA.

And 2021 was one of the best ever years for the bLU cRU. Stellar doesn't even start to cover it... headlined by a glorious MotoGP title courtesy of Fabio Quartararo. Toprak Razgatlıoğlu then became Yamaha's first WSBK champion since Ben Spies in 2009, while Pata Yamaha with Brixx WorldSBK was crowned team champion, and Yamaha won the manufacturers' title for the first time since 2007, culminating in the prestigious Triple Crown.

Elsewhere in WorldSBK, Andrea Locatelli was awarded Rookie of the Year, with the GRT Yamaha WorldSBK Team topping the Independent Teams' standings, as Garrett Gerloff took the Independent Riders' title.

In the supporting WorldSSP class, Dominique Aegerter marked his rookie campaign with a sensational title. Yamaha's YZF-R6 continued to be the bike of choice, with all riders and teams doing their part to ensure Yamaha secured the manufacturers' title for a fifth consecutive season.

Performance Yamaha Racing's Jake Gagne claimed his first MotoAmerica Superbike Championship crown, with McAMS Yamaha's Tarran Mackenzie clinching the British

Superbike Championship title and Mathieu Gines winning the French Superbike Championship. There was also a 10th JSB1000 All-Japan Road Racing Championship title for Katsuyuki Nakasuga, all of which didn't leave a lot for other brands to compete for...

So whether it's a top-of-the-range YZF-R1M with six axis IMU and more control technologies than you can shake a stick at or a humble NMAX scooter with low friction Blue Core engine featuring an offset crankshaft and DiAsil cylinder, you know where these key advantages came from – our winning race teams.



**MAXIMUM
TORQUE**

MT-10SP

The next evolution MT-10SP is ready to introduce you to the ultimate riding experience. Its updated CP4 engine is the most powerful in the Hyper Naked line-up. And the radical new semi-active electronic suspension and high-tech rider aids represent the dawn of a thrilling new era in total ride-by-wire controllability.

This brutal and iconic naked sport bike is the first motorcycle in the world to be fitted with Öhlins' all-new 6-mode electronically controlled spool valve suspension. In semi-active mode the damping force is automatically adjusted to suit riding conditions, giving the highest degree of chassis precision when braking, accelerating and cornering.

To enable you to fully exploit the 998cc engine's increased power and torque there's a 6-axis Inertial Measurement Unit (IMU) that controls traction, slides, wheelies, engine braking and brake power. Exclusive MT-10SP equipment includes a 3-piece lower cowl and braided brake hoses – and with its dynamic race-inspired Icon Performance colour and premium finish, the MT-10SP has it all.



Icon Performance



998cc CP4 engine

Nothing can match the thrill of the MT-10SP's more powerful 998cc CP4 engine. Its crossplane technology design gives an uneven firing sequence that delivers sensational torque for remarkable acceleration – and the latest bike features a tuned intake system with larger intake ducts and tank-mounted Acoustic Amplifier Grilles that emit a deep roar for a spine-tingling experience as you open the throttle.



Brembo radial master cylinder

With its R1 derived system featuring dual floating 320mm discs and 4-piston radial mounted calipers, the MT-10SP is equipped with the most sophisticated braking package fitted to any production Yamaha. The new model benefits from a new Brembo radial front brake master cylinder for even more accurate feel and controllability, giving you the ultimate stopping performance.



Gen-2 Öhlins Electronic Suspension

The next evolution MT-10SP is the first motorcycle in the world to be equipped with the radical new Öhlins electronically controlled spool valve suspension. Offering a much wider range of more precisely controlled settings, this pioneering system gives a choice of three semi-active and three manual modes that provide a higher degree of controllability for the most thrilling high performance riding experience.



Cruise Control & Speed Limiter

Even on the MT-10SP there are going to be times when you just want to chill out and enjoy the scenery – and once you're travelling above 50km/h it's easy to activate the Cruise Control and simply enjoy the ride. There's also a Yamaha Variable Speed Limiter (YVSL) that enables you to choose your preferred top speed and set it via the Mode/Select switch and relax.

Speed of darkness.



MT-10SP

The darkest energy.



MT-10

Tuned to produce an even more sensational feeling of torque for the most thrilling experience, the new MT-10 is the most advanced Hyper Naked ever built by Yamaha. Manufactured using cutting-edge engine and chassis technology from the R1, the latest MT-10 gives you more power, more agility and more feel.

The King of the MT lineup demands total respect, and the first thing that's going to grab your attention is the compact new headlight assembly and restyled tank that highlight the MT-10's outstanding mechanical beauty. And the moment you hear the 998cc CP4 engine's deep intake roar coming out of the air intakes, you'll know that this bike is the one for you.

Hidden deep in the lightweight Deltabox chassis is the most sophisticated package of electronic rider aids, designed to give you the highest degree of controllability. With adjustable high-tech systems that control traction, slides, wheelies, engine braking and braking, you can make your MT-10 behave exactly the way you desire.



Tech Black



Cyan Storm



998cc CP4 engine

Nothing can match the thrill of the MT-10's more powerful 998cc CP4 engine. Its crossplane technology design gives a unique uneven firing sequence that delivers sensational torque for remarkable acceleration – and the latest bike features a tuned intake system with larger intake ducts and tank-mounted Acoustic Amplifier Grilles that emit a deep roar for a spine-tingling experience as you open the throttle.



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Up and down Quick Shift System

For faster and more efficient acceleration the MT-10 is fitted with a Quick Shift System (QSS) as standard. This electronic system enables you to perform full throttle clutchless upshifts, as well as smoother and more controlled clutchless downshifts that – along with the A&S clutch – help to maintain chassis stability when decelerating.



4.2in TFT meter with ride mode selection

The new 4.2in full-colour TFT display gives a clear overview of all the information you need for a ride. The menu switch on the right handlebar enables you to move quickly between different screens – and the Mode/Select switch on the left handlebar changes the settings on the electronic rider aids individually – or you can switch all settings at once by using the 4-mode YRC.

MT-09SP

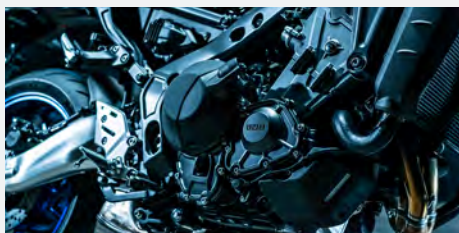
The Dark Side of Japan never sleeps. It's the inspiration behind every Yamaha MT. And the exclusive MT-09SP is the latest masterpiece to emerge from the Darkness. Featuring exclusive R1M-inspired colours as well as premium suspension and Cruise Control, the ultimate 3-cylinder Hyper Naked is ready to inspire and excite.

Its 889cc CP3 engine produces even more linear torque at lower rpm for awesome acceleration – while its R1-type 6-axis IMU and lean-sensitive electronic rider aids give you precision control in the wet and dry. And with fully adjustable 41mm front forks and a high specification Öhlins rear shock, the all-new chassis is sharper than ever.

As well as the exclusive Icon Performance colours the MT-09SP comes equipped with a special double stitched seat for the ultimate fit – and the brushed anodised swingarm, anodised black handlebars and levers and clear-smoked brake reservoirs add to the model's premium looks and feel.



Icon Performance



889cc CP3 engine

The newly developed 889cc liquid-cooled 3-cylinder engine is lighter, quicker and more powerful, with more torque at lower rpm. A new intake and twin-tail exhaust produce a beautiful sound that enhances the feeling of acceleration. New fuel injectors give increased efficiency, while optimised gear ratios and a refined A&S clutch match the higher output of the engine.



Full-colour 3.5in TFT display

The 3.5in full-colour TFT display features a bar-type tachometer that changes colour as rpm rises or falls, as well as a clock and displays for fuel, average mileage, water temperature, air temperature and a gearshift indicator. Handlebar switches enable you to easily change displays and information, as well as adjust the settings on the optional Genuine Yamaha grip heaters.



Premium fully adjustable suspension

The fully adjustable KYB front forks feature separate high and low speed compression damping that allows you to choose more detailed settings – and the 41mm tubes are given a DLC coating for excellent sliding characteristics and a high quality appearance. The rear features an Öhlins shock absorber to give the MT-09SP a class-leading suspension package.



Radial front brake master cylinder

The new MT-09SP's state-of-the-art braking system is equipped with a radial front master cylinder that produces a linear supply of hydraulic pressure to the 4-pot calipers that are mounted to the dual 298mm front discs, giving outstanding braking performance with fingertip control. This is only the second production Yamaha to benefit from this advanced race-bred technology.

Challenge the darkness.



MT-09SP

**A new power from
the darkness.**



MT-09

The original MT-09 was a totally new kind of Japanese machine that brought real excitement and pure emotion back to the motorcycle world. It inspired riders around the world to be a part of the growing Hyper Naked movement. Now the all-new MT-09 has arrived, and it's built to join the Dark Side of Japan.

Its large-capacity 889cc CP3 engine pushes out higher levels of torque at lower rpm, giving you even more explosive acceleration and stronger road-focused performance. A high-tech 6-axis IMU governs the best-in-class electronic rider aids to give you ultimate control. And the QSS enables superfast upshifting and more stable downshifting.

For razor sharp handling the new model features a compact aluminium chassis along with adjustable suspension and super light wheels. Dual 298mm front brakes with radial master cylinder ensure fingertip control. And the radical next generation styling and pure coverless chassis design confirm the MT-09 as the ultimate Hyper Naked.



Icon Blue



Tech Black



Cyan Storm



889cc CP3 engine

The newly developed 889cc liquid-cooled 3-cylinder engine is lighter, quicker and more powerful, with more torque at lower rpm. A new intake and twin-tail exhaust produce a beautiful sound that enhances the feeling of acceleration. New fuel injectors give increased efficiency, while optimised gear ratios and a refined A&S clutch match the higher output of the engine.



Lightweight SpinForged wheels

Weighing 700g less than the previous model, the new SpinForged wheels give an outstanding chassis agility by decreasing the moment of inertia at the rear by 11%. This reduced unsprung weight also enhances suspension performance, and contributes towards an impressive 9% improvement in fuel efficiency.



Adjustable suspension

Fully adjustable 41mm front forks run with optimised settings that match the character of the compact new high-rigidity frame and reduce the tendency to pitch, giving a smoother and more controlled ride. The adjustable rear suspension features new settings as well as a revised linkage to match the all-new high-rigidity swingarm.



6-Axis IMU plus lean-sensitive rider aids

Developed from the R1, the compact new 6-axis IMU governs the MT-09's high-tech rider aids, including a lean-sensitive 3-mode Traction Control System (TCS), Slide Control System (SCS) front wheel LIFt Control System (LIF) and Brake Control system (BC). With this best-in-class electronic control technology, the all-new MT-09 gives you ultimate control in varying weather and surface conditions.

MT-07

The next-generation MT-07 gets distinctive new bodywork with twin winglet-type air intakes and a compact new LED headlight that projects a futuristic Y-shape face – the signature style for the latest Hyper Naked models. And the refined 655/689cc CP2 engine gives you even more linear response with a gutsier exhaust note.

New wider aluminium taper handlebars give easier turning and a more commanding riding position, while larger 298mm dual front discs deliver stronger braking – and the inverted LCD instruments as well as black control levers and compact LED flashers underline the top specification and best-in-class value.

LAMs approved 655cc variant comes in three colour options while full power 689cc is only available in Tech Black.



Icon Blue



Tech Black



Cyan Storm



Optional



2-cylinder CP2 engine

The latest 655/689cc 2-cylinder CP2 engine features a revised air intake duct design and optimised fuel injector settings, as well as a new 2-into-1 exhaust and new ECU. These changes give the MT-07 a more linear engine response.



LED projector lighting

Modern, compact and lightweight, the new bifunctional LED headlight features a centrally-located high/low projector lamp. This compact projector headlight produces a powerful beam with well-defined edges that provide excellent visibility. New left and right side dual-layer LED position lights give the MT-07 a signature Y-shape face.



Larger front brakes

New larger diameter 298mm dual front brake discs gives more stopping power and greater controllability with no gain in weight. Together with the 245mm rear disc, the new system offers increased performance – and with the fitment of the new tyres, the increased stopping power is especially apparent in wet conditions.



Next generation design

A more organic and mature feeling, the MT design emphasises the pure Hyper Naked character with its compact body design, integrated lighting and pure body surface design. Styling incorporates updates to components and structure to further bring out the MT-07's distinctive appeal.

Find your darkness.



MT-07

Dark blast.



MT-03

Inspired by Yamaha's larger Hyper Nakeds, the aggressive look is more MT than ever. Its predatory twin-eye face projects the moodiest stare, and upside-down forks and a wide-shouldered fuel tank underline the dynamic MT family look to make this the ultimate 300.

But what really makes this lightweight Hyper Naked so attractive and desirable is the fact that it's built with pure MT DNA which means that every ride is a thrilling and addictive experience. With a natural riding position, lightweight handling and a sweet twin cylinder engine, you'll want to ride MT-03 at every available opportunity.



Icon Blue



Midnight Black

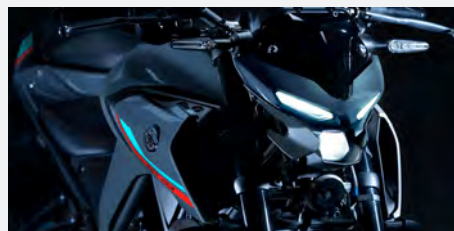


Cyan Storm



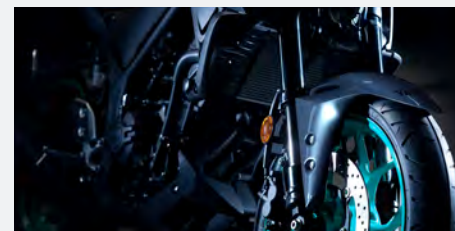
Sophisticated 321cc 2-cylinder engine

This sophisticated 321cc liquid-cooled 2-cylinder engine features lightweight forged pistons with carburised con rods that deliver thrilling torque-rich performance. The extremely light clutch feeling makes the MT-03 even more fun in the city, and an advanced fuel injection system ensures instant throttle response with eco-friendly performance.



Dual eye positions lights; LED headlight

This dynamic MT-03 looks cooler than ever with its dual slant-eye position lights that emphasise its moody and aggressive big-bike looks. And for excellent night-time visibility there's a powerful centrally mounted LED headlight that burns a hole through the darkness to light up the road ahead.



37mm upside-down front forks

The MT-03's serious big-bike specification is underlined with the addition of upside-down front forks. Equipped with flex-resistant 37mm tubes and a cast aluminium upper triple clamp, the front end reinforces the bike's high-specification and delivers a confident and smooth ride during braking, acceleration and cornering.



Ergonomic riding position

With its compact body and low 780mm seat height, the MT-03 is a joy to ride whether you're escaping traffic or having a blast on an open road. Featuring a wide upper section and incorporating a specially sculpted knee area, the fuel tank cover and high-mounted handlebars give an agile and ergonomic riding position.

SPORT HERITAGE



Legend reborn.



XSR900

The XSR900 has been updated for 2022 to extend its cutting edge performance and ramp up its retro appeal. Underneath the 80s sport bike look lurks some serious high-performance technology including the most modern electronics package that gives every rider the highest level of controllability in any type of situation.

Not only does XSR900 come with a new and more powerful 889cc CP3 engine with a ton of torque, but it's also fitted with a revised lightweight Deltabox-style chassis with Brembo radial master cylinder, lightweight SpinForged wheels and fully adjustable suspension. With its sporty quick shifter and relaxed cruise control, this 3-cylinder muscle machine is as happy banked into a corner as it is highway cruising.

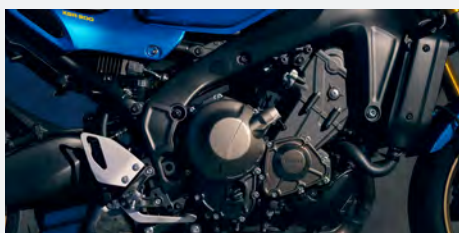
As the emperor of the Sport Heritage range, the XSR900 is the ultimate proof of the Faster Sons philosophy in action. Taking its design inspiration from some of Yamaha's legendary historic machinery, this high-performance motorcycle is the living proof of decades of intensive research and development.



Midnight Black



Legend Blue



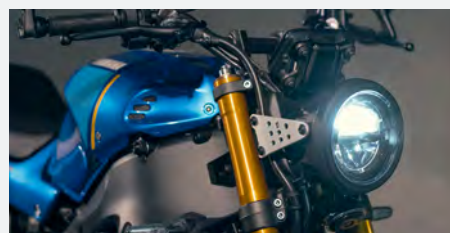
High torque 889cc 3-cylinder

Yamaha's 889cc CP3 engine is the perfect match for the XSR900's sporty and versatile Deltabox chassis. Producing high levels of linear torque, this smooth and controllable inline 3-cylinder engine is ready to deliver whatever style of riding you feel like at the time. Gas it hard for thrilling adrenalin performance, or let it pull at lower rpm in a higher gear when you want to take it easy. And with its specially tuned intake and exhaust sound, every ride is an aural experience.



Sophisticated electronic rider controls

When you ride the newest XSR900 you can experience the advantages that come with one of the most advanced electronic rider control packages. At the heart of this system is an R1-derived 6-axis Inertial Measurement Unit which controls the Lean Sensitive Traction Control, Slide Control System (SCS) and front wheel LIFt control system (LIF) for secure riding in different conditions. Modes can be selected and controlled via the full colour TFT meter.



Round LED headlight

An endearing characteristic of the original XSR900, the round headlight, has been continued but takes it to the next level with full LED functionality. As well as providing a strong beam of light with a wide horizontal beam for excellent cornering vision at night, the new LED unit allows the use of a much shorter housing. Brushed aluminium headlight stays reinforce the bike's strong mechanical design, underlining its status as Yamaha's premier sport heritage model.



High performance brakes and suspension

A Brembo radial master cylinder and 298mm dual front discs give you high levels of braking power and precise controllability. Fully adjustable USD forks and link-type rear suspension system are easy to set up to suit your needs, and Yamaha's latest superlight SpinForged wheels minimise unsprung weight for responsive handling performance.

XSR700



The versatile XSR700 aims to appeal to style-conscious riders who want a bike that can do it all – from casual cruising to hitting the twisties. Subtle changes are set to bring back the passion for MY22 with a new LED headlight, larger and reshaped front brake disc for improved stopping performance and a revised cockpit layout. Neat design touches include the scalloped paint lines that nod to the legendary RDLC/RZ models from the early 80s.

This 655cc model is unique to Australia with power delivery specially maximised for our LAMs market. The 270-degree crank gives a strong feeling of acceleration and great traction, and the deep linear torque ensures outstanding performance. Wave disc brakes with ABS as standard and a lightweight digital LCD dash are fully modern but styling is pure retro.



Heritage Black



Heritage White



Outstanding 2-cylinder engine

What gives the new XSR700 such a special character is its 655cc inline 2-cylinder engine, developed using Yamaha's 'crossplane philosophy'. With an uneven firing interval, the 270-degree crank gives a strong feeling of acceleration and great traction, and the deep linear torque ensures outstanding performance.



Retro styling

The XSR700 delivers a genuine retro coolness with hints of vintage styling without compromising on riding control. Chassis dimensions and weight distribution have been carefully set to maximise the enjoyment felt during acceleration and give the rider a connected feel with the motorcycle.



LED lighting

The XSR700 is fitted with a heritage inspired round LED headlight with a split projector and a semi-circular position lamp. The LED tail light features a classically shaped round form, and the compact LED indicators are more subtly shaped, whilst providing outstanding visibility.



Slim backbone

For easy maneuverability and sharp agility, the new XSR700 runs with a light, slim steel and easy customisable backbone-type frame under the retro body that utilises the 655cc engine as a stressed member. Combined with its compact wheelbase and plush suspension systems, this strong and light chassis gives a responsive and engaging ride.

Born to challenge.



XSR700

Born for fun.



XV250



The smallest star in the universe has introduced thousands of newcomers to the world of cruising. Its bulletproof 250cc V-twin engine can withstand the kind of abuse that only newcomers can hand out and sips fuel at a reassuringly low rate.

With its classic cruiser style, XV250 is fitted with a flat type handlebar mounted on bar risers to improve the comfort and aid handling characteristics of the smallest Star cruiser.

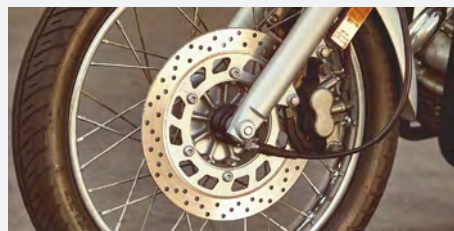


Raven



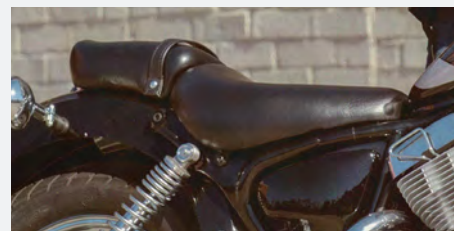
Torquey engine

With a long, 66mm stroke, XV250's air-cooled, 60° V-twin engine has a smooth, torquey character that boasts plenty of bottom-end and smooth roll-on power, as well as the legs to comfortably attain highway speed.



Powerful brakes

The impressive 282mm front disc brake and sturdy rear drum brake provide strong, highly controllable stopping power.



Comfortable ergonomics

Relaxed cockpit layout includes forward-mounted footpegs and low seat height. A plush, yet compact rear cushion means you can share your Virago experience with a significant other, all in relaxed comfort and style.



Classic styling

Timelessly styled bodywork abounds on the XV250. Wide rear fender and front and rear wire-spoked wheels add the perfect classic, retro touch, while a stylishly sculpted teardrop fuel tank features 9.5L capacity for excellent cruising range.

SPORT TOURING



Legendary turns.



FJR1300AE

It's been 20 years since Yamaha defined the sports touring concept with the introduction of the FJR1300. Its glass smooth four cylinder engine and ability to devour huge distances in supreme comfort has built up a cult like status among owners.

Now for 2022 we are pleased to offer the 20th anniversary edition in striking Midnight Black colour scheme with gold wheels, black levers, black handlebars, black fuel cap, embossed seat and a tank emblem highlighting two decades as the byword for sports touring refinement.

With electronically adjustable suspension featuring USD forks, the ride is now even better than ever. A six speed transmission makes for relaxed high speed cruising while an A & S clutch ensures smooth downshifting. Banking angle sensitive cornering front lights bring an automotive level of sophistication to this dynamic machine that has created such a strong bond with its many proud owners over the last 20 years.



Midnight Black



1298cc inline 4-cylinder engine

With a Yamaha Chip Controlled Throttle for smooth power delivery, this advanced powerplant delivers dynamic sports performance and fuel efficiency, together with a high torque output and an impressive top end that is able to cover substantial distances with minimal effort.



Advanced electronic control systems

The FJR1300AE is equipped with many advanced electronic control systems, including Traction Control (TCS) and Cruise Control. Yamaha's D-mode system allows the rider to adjust engine performance to suit either relaxed or sports riding, while the electronically-adjustable suspension significantly improves the ride quality.



Sophisticated 3-part instrumentation

Complementing its class-leading sport tourer specification, the FJR1300AE is equipped with a high-specification 3-part instrument panel. This high-tech console features an R1-type analogue tachometer on the left with a central digital LCD speedometer and a multi-function dot matrix display on the right.



Electronically-adjustable suspension

FJR1300AE features Yamaha's electronically adjustable suspension system with inverted front forks. You can select 'One-Up', 'One-Up with Luggage', 'Two-Up' or 'Two-Up with Luggage' suspension settings. The system also offers a choice of 'Soft', 'Standard' or 'Hard' damping for each setting, giving a total of twelve suspension set-ups.

Tracer 9 GT

Light, powerful and supremely versatile – and equipped with the most sophisticated technology ever seen on a Yamaha Sport Touring motorcycle – Tracer 9 GT remains true to the Sporting heart, touring soul philosophy that has made Tracer the number one bike in its class.

Equipped with a 889cc CP3 engine offering thrilling performance, electronic semi-active suspension that constantly adjusts front and rear damping force, high level touring capabilities with lean sensitive rider aids, Tracer 9 GT provides ultimate sports versatility.



Tech Kamo



Icon Performance



889cc CP3 engine

Powering the Tracer 9 GT is a 889cc CP3 crossplane technology engine that is lighter, more powerful and more advanced than the original powerplant that forever changed the image of the Sports Touring class. With a torque output of 93 Nm at 7000rpm – and power output to 119PS at 10,000rpm makes this one of the most thrilling, capable and versatile motorcycle in its class.



KYB electronically-controlled suspension

Yamaha and KYB have jointly developed the Tracer 9 GT's electronically-controlled semi-active suspension system that provides the ultimate in riding comfort combined with a precise feel from the road. Officially known as the KYB Actimatic Damper System (KADS), this highly advanced suspension generates a much wider range of damping force than conventional suspension, and is able to respond instantly to varying riding conditions in order to achieve optimum handling performance.



Twin 3.5in full colour TFT meters

The twin 3.5in multi-function TFT meters display extremely clear data and feature an intuitive rider interface that separates the critical running information from the functional operational information. Key running information is featured on the left screen, including a multi-coloured bar-type tachometer whose colour changes as rpm rises, as well as a digital speedometer, fuel gauge, gear position and TCS mode indicator. Meanwhile the right screen is split into four separate sections, each one displaying a range of information such as odometer, tripmeters 1 & 2, temperature and more.



Cruise Control

The Tracer 9 GT is now equipped as standard with a Cruise Control that's similar to the system used on the previous GT model, making longer journeys even more relaxing and enjoyable. The Cruise Control can be activated when riding at a speed of 50 km/h or more and using 4th gear or higher, and once a speed is selected it can be adjusted up and down in 2 km/h increments by a single push of the switch or by continuously holding it down. The system can be immediately deactivated by using the brakes, clutch or rolling the grip forward on a closed throttle.

Turn up your journey.



Tracer 9 GT

Turns have no season.



Niken GT

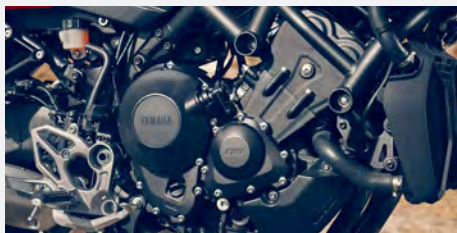
Yamaha's ground-breaking Leaning Multi Wheel (LMW) technology can now be ridden closer to the horizon thanks to the increased levels of comfort and functionality delivered by the Niken GT, via a high touring screen, heated grips and comfort seat. Semi-soft 25-litre panniers provide storage space for the long road ahead, and cruise control lets you relax and enjoy the scenery.

Torque-rich CP3 847cc three-cylinder engine, developed specifically for the Niken GT, features fuel injection settings that provide a strong mid-range surge of power. Confidence-inspiring front-end grip is provided from the twin front wheels, giving outstanding handling and the ability to carve through the most challenging corners.

The Niken GT strikes the perfect balance of sportsbike agility, long-range touring comfort and confidence-inspiring handling.



Tech Black



847cc CP3 engine

The Niken GT's torque-rich 847cc 3-cylinder engine is equipped with special fuel injection settings that are used to achieve strong touring performance in twisty and challenging riding situations – and the crank design gives excellent driveability and smooth performance.



Compact instrument panel

As a Niken GT rider you'll enjoy a unique view ahead. The broad shoulders of the front cowl enhance the overall feelings of confidence and stability, and the futuristic look is completed by the compact instruments that feature a white LCD display on a black background for easy day time visibility.



Double external upside-down front forks

In order to achieve sport bike handling capabilities, the Niken GT's maximum lean angle extends to 45 degrees, and this has been made possible by the use of the Ackermann dual axle steering mechanism, together with a cantilevered suspension system mounted to the outside of the wheels. The double "external" upside-down front forks are equipped with rebound and compression damping adjusters that enable the rider to dial in their ideal suspension set up, and the relatively narrow 410mm track contributes towards the Niken GT's natural steering feel - as well as keeping overall width to a minimum.



Sports cowl with dual LED headlights

The broad, downward curving front cowl is equipped with dual LED headlights that underline the Niken GT's sporty and dynamic character, and the dual position lights help to emphasise the strong and planted look of the dual front wheels. While YZF-R1 derived mirrors feature integrated LED turn signals to enhance the bold and futuristic looks.

SCOOTER



TMAX 560 Tech Max



TMAX Tech MAX has been radically updated with a best-in-class 7-inch colour TFT screen with full smartphone connectivity – enabling you to keep in touch on every ride. Full-map Garmin Navigation* makes sure you get there on time – and with a heated seat, heated grips, electric screen and cruise control, you can enjoy business class comfort through the year.

The newest TMAX Tech MAX also comes with an all-new compact body with a longer seat and footboards that give an even more comfortable ride. Its aggressive new face and aerodynamic front wings project a supersport-inspired look, taking the TMAX Tech MAX one step closer to the motorcycle world. And premium components and a class-leading finish confirm what you probably already knew about this iconic machine.



Power Grey



Dark Petrol



Powerful 560cc engine

The powerful 560cc engine features a unique and compact design that uses a 360 degree crank with a horizontally opposed reciprocating piston balancer for extremely sporty performance together with a high-efficiency CVT drive system for outstandingly smooth running. And to heighten your riding excitement the carefully designed intake and exhaust systems produce a deep and pure 'tuned' sound that is distinctively TMAX Tech MAX.



TFT instruments

Operated by a simple joystick, the sophisticated new connected full-colour 7-inch TFT screen features a choice of three display styles. Through Yamaha's MyRide App you can access MyRide – Link that enables the connection with the vehicle, giving access to your smartphone – while texts can be displayed when your TMAX Tech MAX is parked.



Sophisticated electronics

The new TMAX Tech MAX is equipped with a state-of-the-art Yamaha Chip Controlled Throttle (YCC-T) for the finest level of engine controllability – and for improved feeling and reduced weight a new fly-by-wire Accelerator Position Sensor Grip (APSG) is fitted. The traction control system helps prevent rear wheel slip when accelerating on wet or loose surfaces – and D-MODE allows you to select smooth or sporty engine performance.



Smart Key keyless ignition

Using your TMAX Tech MAX is so convenient with the Smart Key in your pocket – and the newly designed 2-button backlit main switch is simpler than ever to use. This keyless technology enables you to start the engine, unlock the seat and release the centre stand easily and quickly – and you can even unlock the stylish new flush fitting aero-style fuel cap.

Straight to the MAX.



TMAX 560 Tech Max

Designed to the MAX.



XMAX 300



Work-life balance is an equation that we all struggle to solve. But help has just arrived in the shape of the XMAX 300. Equipped with motorcycle-type forks and high wheels, the compact chassis gives you agile sports handling with business class comfort - while the powerful and efficient new Blue Core engine has all the performance you need for fast commuting or weekend escapes.

Its sporty bodywork is built using pure MAX DNA for dynamic looks, and with a generous underseat storage for two full-face helmets as well as ABS and a Traction Control System fitted as standard, the XMAX 300 is built to give you what you need: MAX fun with MAX practicality. Add an X to the equation and release the power to make every day easier, simpler and more enjoyable.



Matt Black



Powerful and efficient engine

The XMAX's 292cc engine has been designed using Yamaha's next generation Blue Core technology, whose fundamental aim is to achieve more power using less fuel. An offset cylinder design helps to minimise mechanical losses - and for increased cooling efficiency a DiASil cylinder is used with an oil jet piston cooler. There's also a specially designed forced air-cooling fan that helps to ensure more consistent engine running. Aided by a newly designed fuel injection system, the engine delivers strong acceleration and a high top speed together with low fuel consumption and a smooth and refined ride.



Multi-function instruments

The instrument panel features an analogue speedometer and tachometer giving clear and easy to understand information, and the large central LCD multi-function display makes all information easy to see. For easier operation there's a control switch on the handlebars that allows you to switch between functions while riding, without taking your hand off the handlebars - and to charge or power various devices, the XMAX 300 is equipped with a convenient 12V outlet located in the left box.



Motorcycle-type forks

The TMAX was the first high performance maxi scooter to use motorcycle style front forks, and the XMAX 300 adopts the same layout. The frame is equipped with a double clamp telescopic fork and twin rear shocks to ensure sporty motorcycle-like handling, together with improved surface feedback and good high-speed stability.



Smart Key keyless ignition

The very latest technology is being used in the construction of the XMAX 300, including a Smart Key keyless ignition. Not only does it mean you don't have to waste time trying to find which pocket you've put your keys in - this convenient system also shows how Yamaha's sport scooters are leading the way in terms of design and technology.

Tricity 300



The Tricity 300 is ready to change your life. Its 3-wheel layout gives a new feeling of stability and confidence – and being the lightest and most stylish model in the class it's the smartest way to move in the city.

Everything about this premium Urban Mobility vehicle is designed to make commuting simple, easy and fun. The dual leaning front wheels provide additional grip for smooth cornering – and the lightweight steering and narrow dimensions make it easy to filter through congested streets.

Every time you come to a stop the Standing Assist System is a welcome convenience – and when the lights go green the responsive 292cc Blue Core engine gets you to your destination in record time. With beautifully styled bodywork and a class-leading specification, the Tricity 300 is the best move in town.



Nimbus Grey



Blue Core engine

An advanced Blue Core SOHC 292cc liquid-cooled four-stroke engine delivers a balance of strong performance with excellent economy, making the Tricity 300 suitable for longer distances and highway riding. When combined with the easy-going lightweight twist-and-go CVT automatic gearbox, the Tricity makes for an ideal commuter or getaway machine.



Leaning Multi Wheel technology

The Leaning Multi Wheel (LMW) Ackerman suspension and steering system features a parallelogram link and cantilevered front suspension with the dual fork tubes mounted on the inner face of the front wheels. This layout gives agile and confident handling together with enhanced feeling of stability when riding on slippery or uneven surfaces.



Standing Assist System

This system provides extra convenience by helping the machine to remain upright when stopped. The Standing Assist system features its own independent caliper and brake disc mounted onto the upper parallelogram arm of the LMW mechanism. When the Standing Assist system is activated, the caliper's compact electric actuator pushes the pads onto the disc and locks the parallelogram linkage in place. As soon as the Tricity 300 throttle is opened the Standing Assist system disengages automatically, enabling the rider to ride away.



Large underseat storage

The Tricity 300 is aimed squarely at the top end of the Urban Mobility segment and incorporates a large 43.5L storage space under the seat with internal LED lighting and can accommodate two full-face helmets or one full-face helmet and an A4-sized briefcase.

The best move in town.



Tricity 300

Love the way I move.



Tricity 155



Every day thousands of us waste time and money getting to and from work. Tricity offers a practical, affordable and enjoyable alternative.

Equipped with a confidence inspiring three-wheel layout, Tricity is a lightweight urban commuter vehicle with user-friendly features designed for the needs of new riders. And Tricity now sports more power thanks to its punchy 155cc four-stroke engine. The accessible 3-wheel layout, with standard ABS, makes it ideal for inexperienced riders - and twin leaning front wheels give lightweight agility with a special feeling of stability.

Getting to work is a major issue of many of us. But the affordable, easy to use and economical Tricity 155 has the power to transform your commute and so improve your life.



Milky White



Blue Core engine

With its increased performance, the 155cc 4-stroke engine gives faster acceleration and a higher top speed, and the use of Yamaha's advanced Variable Valve Actuation (VVA) system enhances overall power output while also ensuring high levels of fuel efficiency.



Three wheel layout

The Unified Braking System (UBS) ensures smooth and reliable stopping, while ABS is fitted as standard. With the added feeling of stability that comes with the three-wheel layout, this Urban Mobility model from Yamaha is ideal for new riders.



LED headlight

A LED headlight complements the LED position lamp to give a sophisticated look - and in addition to its contemporary styling and user-friendly features, the Tricity 155 is also one of the most affordable and economical vehicles on the street today.



Dual seat

A dual seat features a long and flat rider's section, and its high quality construction makes sure that the Tricity 155 is always a pleasure to ride on the daily trip to work. The comfortable flat footboard has also been redesigned, making this easy to ride leaning multi-wheeler the ideal choice for new riders.

NMAX 155



Times are changing, and we all need to think about the smartest way to travel in and around the city. Driven by a powerful 155cc engine that gives you faster acceleration for easier overtaking – as well as a higher top speed for keeping ahead of traffic on the highway – the new NMAX 155 is Yamaha's vision of personal new mobility.

It's sporty new body design comes with the latest LED lights and features an aerodynamic front fairing that gives increased protection from the wind and rain – while the new frame ensures easier manoeuvrability in traffic and provides a more comfortable and relaxed riding position.

But what really makes the NMAX 155 the ultimate urban commuter is its ability to keep you connected at all times. Its new Communication Control Unit (CCU) pairs via Bluetooth with your smartphone to give you access to important information – and features like the Smart Key keyless ignition, power socket and underseat storage make everyday life so much easier.



Icon Blue



Matt Grey



Powerful Blue Core engine

A liquid-cooled, 4-stroke SOHC, 155cc, single-cylinder, 4-valve fuel-injected engine with CVT is adopted delivering excellent power and torque characteristics. This Blue Core engine is also extremely quiet and economical, and with the larger 7.1 litre fuel tank you can ride around 300 km between refills.



Communication Control Unit

NMAX is the first scooter to benefit from Yamaha's new Communication Control Unit (CCU) that keeps you informed and makes every ride more enjoyable. Download the 'My Ride' app to your smartphone and connect via Bluetooth. You can access a huge amount of technical and running information – and you can even find your scooter with the app's parking locator*

*Using your phone's last connected location, not GPS.



Smart Key system

NMAX is one of the most sophisticated scooters in the class, and it comes with Yamaha's Smart Key system as standard equipment. As long as you have the Smart Key with you in a pocket or bag this keyless system allows you to turn your NMAX on, saving time and making the whole process much simpler and more convenient. No more messing around looking for conventional keys in a dark car park at night.



Underseat storage system

As well as being Yamaha's sportiest and most dynamic scooter in the Urban Mobility class, the NMAX also has a practical side that makes it the ideal companion for work and play. Flip up the contoured dual seat and you'll be able to access the spacious storage compartment that's big enough to accommodate your helmet and other personal items when parked.

One with the city.



NMAX 155

Move light.



D'elight 125



Time is the most precious thing you have – and what matters to you is being able to move light into and around the city as stylishly and efficiently as possible. Fun and easy to ride, this attractive new urban commuter is one of the smartest, quickest and most economical solutions for personal mobility.

Featuring a fresh and new unisex look, the latest D'elight scooter delivers all of the above – and much more. It's the lightest urban commuter scooter, making it more enjoyable to ride and easier to manoeuvre – and the compact dimensions mean that it's ideal for getting through traffic jams.

Its quiet and economical 125cc engine now features an automatic Start & Stop function to reduce emissions for a cleaner environment, while the storage space under the dual seat can accommodate a full-face helmet. The Yamaha badge means that reliability is assured – and with its extremely competitive price, the new D'elight makes more sense in every way.



Pearl White



Blue Core engine

What makes the D'elight an ideal urban commuter is its remarkably quiet and economical 125cc engine. Developed using Yamaha's cutting-edge Blue Core technology that ensures optimal running efficiency, the latest engine produces its maximum torque at only 5000 rpm – a considerably lower engine speed than other scooters in its class.



Start & Stop engine technology

The new D'elight is equipped with the latest switchable Start & Stop engine technology. When the system is switched on the Start & Stop function automatically cuts the engine whenever the scooter comes to a stop at lights or junctions to minimise local pollution and reduce fuel costs. It instantly restarts when the brakes are released and the throttle is turned.



Unisex body design

The new D'elight gets a modern new unisex body design that features a more rounded headlight as well as flush fitting flashers and a cowl-mounted position lamp. The restyled front cowl provides excellent protection from the wind, and the spacious and flat footboard area ensures a comfortable riding position together with easy access.



Large underseat storage

The D'elight features a large underseat storage space that makes it the ideal choice for everyday commuting. The comfortable dual seat can be unlocked to reveal the weatherproof storage that is large enough to accommodate one full-face helmet – one of the only models in the class to do so. It's also the ideal place for carrying various personal or work-related items safely and securely – and is perfect for when you need to do some last-minute shopping.

Specifications

	YZF-R1M	YZF-R1 / World GP 60th Anniversary	YZF-R7HO / World GP 60th Anniversary	YZF-R7LA / World GP 60th Anniversary
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC
Displacement	998cc	998cc	689cc	655cc
Bore x stroke	79.0 × 50.9 mm	79.0 × 50.9 mm	80.0 × 68.6 mm	78.0 × 68.6 mm
Compression ratio	13.0 : 1	13.0 : 1	11.5:1	11.5:1
Lubrication system	Wet sump	Wet sump	Wet sump	Wet sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond, Aluminium Deltabox	Diamond, Aluminium Deltabox	Diamond	Diamond
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	120 mm	120 mm	130 mm	130 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	120 mm	120 mm	130 mm	130 mm
Front brake	Hydraulic dual discs, Ø320 mm	Hydraulic dual discs, Ø320 mm	Hydraulic dual disc brake, Ø298 mm	Hydraulic dual disc brake, Ø298 mm
Rear brake	Hydraulic single disc, Ø220 mm	Hydraulic single disc, Ø220 mm	Hydraulic single disc brake, Ø245 mm	Hydraulic single disc brake, Ø245 mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70ZR17M/C (58W) Tubeless	120/70ZR17M/C (58W) Tubeless
Rear tyre	200/55 ZR17M/C (78W) Tubeless	190/55 ZR17M/C (75W) Tubeless	180/55ZR17M/C (73W) Tubeless	180/55ZR17M/C (73W) Tubeless
Dimensions				
Overall length	2055 mm	2055 mm	2070 mm	2070 mm
Overall width	690 mm	690 mm	705 mm	705 mm
Overall height	1165 mm	1165 mm	1160 mm	1160 mm
Seat height	860 mm	855 mm	835 mm	835 mm
Wheel base	1405 mm	1405 mm	1395 mm	1395 mm
Minimum ground clearance	130 mm	130 mm	135 mm	135 mm
Wet weight (including full oil and fuel tank)	202 kg	201 kg	188 kg	188 kg
Fuel tank capacity	17.0 L	17.0 L	13.0 L	13.0 L

	YZF-R6 Race	YZF-R3 / World GP 60th Anniversary	YZF-R15	MT-10SP
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, forward-inclined parallel 4-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Displacement	599cc	321cc	155cc	998cc
Bore x stroke	67.0 x 42.5 mm	68.0 x 44.1 mm	58.0 x 58.7 mm	79.0 x 50.9 mm
Compression ratio	13.1 : 1	11.2 : 1	11.6 : 1	12.0 : 1
Lubrication system	Wet sump	Wet sump	Wet sump	Wet sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond	Diamond	Deltabox	Diamond
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	120 mm	130 mm	130 mm	120 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	120 mm	125 mm	97 mm	120 mm
Front brake	Hydraulic dual discs, Ø320 mm	Hydraulic single disc, Ø298 mm	Hydraulic single disc, Ø282 mm	Hydraulic dual disc brake, Ø 320 mm
Rear brake	Hydraulic single disc, Ø220 mm	Hydraulic single disc, Ø220 mm	Hydraulic single disc, Ø220 mm	Hydraulic single disc brake, Ø 220 mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	110/70 R17M/C 54H Tubeless	100/80-17M/C 52P Tubeless	120/70 ZR17M/C (58W) Tubeless
Rear tyre	180/55 ZR17M/C(73W) Tubeless	140/70 R17M/C 66H Tubeless	140/70-17M/C 66H Tubeless	190/55 ZR17M/C (75W) Tubeless
Dimensions				
Overall length	1990 mm	2090 mm	1990 mm	2100 mm
Overall width	695 mm	730 mm	725 mm	800 mm
Overall height	1150 mm	1140 mm	1135 mm	1165 mm
Seat height	850 mm	780 mm	815 mm	835 mm
Wheel base	1375 mm	1380 mm	1325 mm	1405 mm
Minimum ground clearance	130 mm	160 mm	170 mm	135 mm
Wet weight (including full oil and fuel tank)	185 kg	169 kg	138 kg	214 kg
Fuel tank capacity	17.0 L	14.0 L	11.0 L	17.0 L

Specifications

	MT-10	MT-09SP	MT-09	MT-07HO
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC
Displacement	998cc	889cc	889cc	689cc
Bore x stroke	79.0 × 50.9 mm	78.0 × 62.1 mm	78.0 × 62.1 mm	80.0 × 68.6 mm
Compression ratio	12.0 : 1	11.5 : 1	11.5 : 1	11.5 : 1
Lubrication system	Wet sump	Wet sump	Wet sump	Wet sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond	Diamond	Diamond	Diamond
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	120 mm	130 mm	130 mm	130 mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link type suspension)
Rear Travel	120 mm	122 mm	122 mm	130 mm
Front brake	Hydraulic dual disc brake, Ø 320 mm	Hydraulic dual disc, Ø 298 mm	Hydraulic dual disc, Ø 298 mm	Hydraulic dual disc, Ø 298 mm
Rear brake	Hydraulic single disc brake, Ø 220 mm	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 245 mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless
Rear tyre	190/55 ZR17M/C (75W) Tubeless	180/55 ZR17M/C (73W) Tubeless	180/55 ZR17M/C (73W) Tubeless	180/55 ZR17M/C (73W) Tubeless
Dimensions				
Overall length	2100 mm	2090 mm	2090 mm	2085 mm
Overall width	800 mm	795 mm	795 mm	780 mm
Overall height	1165 mm	1190 mm	1190 mm	1105 mm
Seat height	835 mm	825 mm	825 mm	805 mm
Wheel base	1405 mm	1430 mm	1430 mm	1400 mm
Minimum ground clearance	135 mm	140 mm	140 mm	140 mm
Wet weight (including full oil and fuel tank)	212 kg	190 kg	189 kg	184 kg
Fuel tank capacity	17.0 L	14.0 L	14.0 L	14.0 L

	MT-07LA	MT-03	XSR900	XSR700
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC
Displacement	655cc	321cc	889cc	655cc
Bore x stroke	78.0 x 68.6 mm	68.0 mm x 44.1 mm	78.0 x 62.1 mm	78.0 x 68.6 mm
Compression ratio	11.0 : 1	11.2 : 1	11.5 : 1	11.0 : 1
Lubrication system	Wet sump	Wet sump	Wet sump	Wet sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond	Diamond	Diamond	Diamond
Front suspension system	Telescopic forks	Telescopic forks, Ø37 mm inner tube	Telescopic forks	Telescopic forks
Front travel	130 mm	130 mm	130 mm	130 mm
Rear suspension system	Swingarm, (link type suspension)	Swingarm	Swingarm, (link type suspension)	Swingarm, (link type suspension)
Rear Travel	130 mm	125 mm	137 mm	130 mm
Front brake	Hydraulic dual disc, Ø 298 mm	Hydraulic single disc, Ø 298 mm	Hydraulic dual disc, Ø 298 mm	Hydraulic dual disc, Ø 298 mm
Rear brake	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 220 mm	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 245 mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	110/70-17M/C (54H) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless
Rear tyre	180/55 ZR17M/C (73W) Tubeless	140/70-17M/C (66H) Tubeless	180/55 ZR17M/C (73W) Tubeless	180/55 ZR17M/C (73W) Tubeless
Dimensions				
Overall length	2085 mm	2090 mm	2155 mm	2075 mm
Overall width	780 mm	755 mm	860 mm	820 mm
Overall height	1105 mm	1070 mm	1155 mm	1130 mm
Seat height	805 mm	780 mm	810 mm	835 mm
Wheel base	1400 mm	1380 mm	1495 mm	1405 mm
Minimum ground clearance	140 mm	160 mm	140 mm	140 mm
Wet weight (including full oil and fuel tank)	184 kg	168 kg	193 kg	188 kg
Fuel tank capacity	14.0 L	14.0 L	14.0 L	14.0 L

Specifications

	XV250	FJR1300AE	Tracer 9 GT	Niken GT
Engine				
Engine type	2-valves, 4-stroke, air-cooled, V-twin, SOHC	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC
Displacement	249cc	1298cc	889cc	847cc
Bore x stroke	49.0 × 66.0 mm	79.0 × 66.2 mm	78.0 × 62.1 mm	78.0 × 59.1 mm
Compression ratio	10.0 : 1	10.8 : 1	11.5 : 1	11.5 : 1
Lubrication system	Wet sump	Wet sump	Wet Sump	Wet Sump
Fuel Management	26mm Mikuni	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	Constant Mesh, 5-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed	Constant Mesh, 6-speed
Final transmission	Chain	Shaft	Chain	Chain
Chassis				
Frame	Steel double cradle	Aluminium Diamond	Diamond	Diamond
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Double USD telescopic forks
Front travel	140 mm	135 mm	130 mm	110 mm
Rear suspension system	Twin shocks, adjustable spring preload	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	100 mm	125 mm	137 mm	125 mm
Front brake	Hydraulic single disc, Ø 320 mm	Hydraulic dual discs, Ø 320 mm	Hydraulic dual discs, Ø 298 mm	Hydraulic dual discs, Ø 298 mm
Rear brake	Drum	Hydraulic single disc, Ø 282 mm	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 282 mm
Front tyre	3.00-18 47P Tube type	120/70ZR17M/C (58W) Tubeless	120/70ZR17 M/C (58W) Tubeless	120/70R15
Rear tyre	130/90-15 M/C 66P Tube type	180/55ZR17M/C(73W) Tubeless	180/55ZR17 M/C (73W) Tubeless	190/55R17
Dimensions				
Overall length	2900 mm	2230 mm	2175 mm	2150 mm
Overall width	710 mm	750 mm	885 mm	885 mm
Overall height	1060 mm	1325 / 1455 mm	1430 / 1470 mm	1425 mm
Seat height	685 mm	805 / 825 mm	810 / 825 mm	820 mm
Wheel base	1490 mm	1545 mm	1500 mm	1510 mm
Minimum ground clearance	145 mm	125 mm	135 mm	150 mm
Wet weight (including full oil and fuel tank)	147 kg	292 kg	220 kg	267 kg
Fuel tank capacity	9.5 L	25.0 L	19.0 L	18.0 L

TMAX 560 Tech Max**XMAX 300****Tricity 300****Tricity 155**

Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, twin cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC
Displacement	562cc	292cc	292cc	155cc
Bore x stroke	70.0 × 73.0 mm	70.0 × 75.9 mm	70.0 × 75.9 mm	58.0 × 58.7 mm
Compression ratio	10.9 : 1	10.9 : 1	10.9 : 1	10.5 : 1
Lubrication system	Dry Sump	Wet Sump	Wet Sump	Wet Sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type				
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	V-Belt Automatic	V-Belt Automatic	V-Belt Automatic	V-Belt Automatic
Final transmission	Belt	Belt	Gear	Gear
Chassis				
Frame	Aluminium CF die-cast	Underbone	Backbone	Backbone
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	120 mm	110 mm	100 mm	90 mm
Rear suspension system	Swingarm	Swingarm	Unit swing	Unit swing
Rear Travel	117 mm	79 mm	84 mm	90 mm
Front brake	Hydraulic dual disc, Ø 267 mm	Hydraulic single disc, Ø 267 mm	Hydraulic dual disc, Ø 267 mm	Hydraulic dual disc, Ø 220 mm
Rear brake	Hydraulic single disc, Ø 282 mm	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 267 mm	Hydraulic single disc, Ø 230 mm
Front tyre	120/70R15M/C 56H Tubeless	120/70R15	120/70-14M/C 55P	90/80-14
Rear tyre	160/60R15M/C 67H Tubeless	140/70R14	140/70-14M/C 62P	130/70-13
Dimensions				
Overall length	2195 mm	2185 mm	2250 mm	1980 mm
Overall width	780 mm	775 mm	815 mm	750 mm
Overall height	1415 / 1525 mm	1415 / 1465 mm	1470 mm	1210 mm
Seat height	800 mm	795 mm	795 mm	780 mm
Wheel base	1575 mm	1540 mm	1595 mm	1350 mm
Minimum ground clearance	135 mm	135 mm	130 mm	125 mm
Wet weight (including full oil and fuel tank)	220 kg	179 kg	237 kg	165 kg
Fuel tank capacity	15.0 L	13.0 L	13.0 L	7.2 L

Specifications

	NMAX 155	D'elight 125
Engine		
Engine type	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	2-valves, 4-stroke, air-cooled, single cylinder, SOHC
Displacement	155cc	125cc
Bore x stroke	58.0 × 58.7 mm	52.4 × 57.9 mm
Compression ratio	11.6 : 1	10.2 : 1
Lubrication system	Wet Sump	Wet Sump
Fuel Management	Fuel Injection	Fuel Injection
Clutch type		
Ignition system	TCI	TCI
Starter system	Electric	Electric
Transmission system	V-Belt Automatic	V-Belt Automatic
Final transmission	Gear	Gear
Chassis		
Frame	Underbone	Underbone
Front suspension system	Telescopic forks	Telescopic forks
Front travel	100 mm	81 mm
Rear suspension system	Unit swing	Unit swing
Rear Travel	85 mm	68 mm
Front brake	Hydraulic single disc	Hydraulic single disc, Ø 180 mm
Rear brake	Hydraulic single disc	Drum
Front tyre	110/70-13M/C 48P Tubeless	90/90-12 44J Tubeless
Rear tyre	130/70-13M/C 63P Tubeless	100/90-10 56J Tubeless
Dimensions		
Overall length	1955 mm	1805 mm
Overall width	740 mm	685 mm
Overall height	1115 mm	1160 mm
Seat height	765 mm	800 mm
Wheel base	1350 mm	1275 mm
Minimum ground clearance	135 mm	125 mm
Wet weight (including full oil and fuel tank)	127 kg	101 kg
Fuel tank capacity	7.1 L	5.5 L

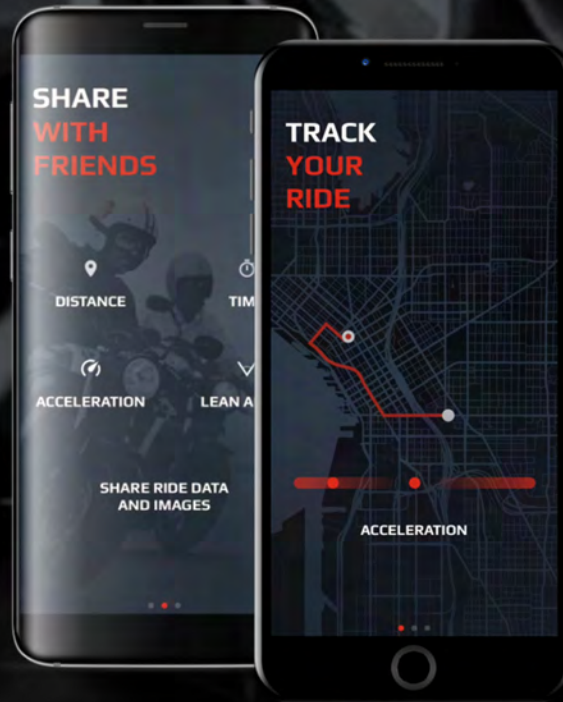


MyRide: Take your ride to the next level!

Developed exclusively by Yamaha and available free of charge to every rider - whatever brand of motorcycle or scooter they own - the new MyRide app allows tracking and storing detailed information about every ride.

With the new Yamaha MyRide app, riders can record everything from lean angle, acceleration and speed through to elevation and braking force, making every journey even more rewarding.

Apart from being able to review and analyse their own riding experiences, riders can also share their personal GPS Exchange Format (GPX) files* with other MyRide users. Also, riders can keep details of every motorcycle they ride or test - and they are able to check out many new routes by downloading other MyRide users' GPX files.



**YOU GOT THE BIKE
NOW GO GET THE APP**

NOW AVAILABLE



* GPX is a file format designed to provide GPS data to software applications such as navigators or GPS viewers. It can be used to describe waypoints, tracks and routes.

Supersport Accessories.



Genuine Yamaha accessories are extensively available in a range of options for all Yamaha models.

Whether you are chasing additional comfort, added protection, luggage options or just want an awesome sounding Akrapovic exhaust, genuine accessories are made for your Yamaha, by Yamaha.

Speak to your local Yamaha dealer for advice on the best accessory set up for your riding preference or check out shopyamaha.com.au for the complete range of Yamaha accessories, apparel and merchandise.





MT Accessories.



Overseas model may be shown. Images are illustration purposes only and actual product may vary from those shown.





GYTR Performance Parts

Genuine Yamaha Technology Racing (GYTR®) is the in-house specialist parts division fully committed to the development of cutting-edge performance parts, kits and accessories for your Yamaha. Founded over 40 years ago, GYTR works hand-in-hand with Yamaha's engineering division as well as Road and Off Road racing teams and Yamaha factory riders.

This close relationship ensures that every GYTR Performance Part has been developed to the highest technical standards. And you can be confident that every GYTR part not only will fit easily but is also guaranteed to boost performance while maintaining your Yamaha's reliability and rideability.





FINANCIAL SERVICES

Regardless if your passion is land or marine based, Yamaha's broad range of products is all about the experience. At Yamaha Financial Services we share and understand this passion. We understand your enthusiasm for our products and your dreams for ownership. Our experienced team is ready to assist you with a finance offer to suit your needs.

Whatever Yamaha product you dream to own, we are also here to cover it. We understand how important your Yamaha product is. Yamaha Motor Insurance enables you to benefit from the complete range of protection available under the Yamaha umbrella.








MAKE YOUR DREAM
A REALITY



Yamaha Motor Finance

Yamaha Motor Finance Australia Pty. Ltd. (YMF) is a 100% owned subsidiary of Yamaha Motor Australia Pty Ltd that has been established to give Yamaha customers access to specially tailored finance packages on Yamaha's huge range of motor products.

If you are looking to finance your new Yamaha powered product, YMF provides real value.

-  Ability to finance accessories and approved insurances
-  Flexible loan terms available from 2 to 5 years
-  Fixed interest rate and repayments
-  Simple and convenient
-  Available from your local Yamaha dealer

 **Contact YMF today 1800 123 100**








Yamaha Motor Insurance

We are motorcycle and marine specialists and we understand how important your Yamaha powered Bike and Boat are to you and that is why we have motorcycle and marine insurance products that offer you a range of benefits not available anywhere else.

Yamaha Motor Insurance enables you to benefit from the complete range of protection available under the Yamaha umbrella. Offering you peace of mind cover, YMI is the ultimate in motorcycle and pleasure craft protection at competitive rates.

Comprehensive Insurance

-  Only genuine Yamaha parts used on repairs
-  3 years replacement option on your new Yamaha motorcycle
-  Lifetime guarantee on all authorised repairs
-  Up to \$3,000 total cover for riding gear
-  Up to \$1,500 to replace your lost keys and/or locks

 **Contact YMI today 1300 794 454**

Be Smart. Keep it Genuine.

To ensure that your Yamaha delivers optimum performance with long-term reliability, we recommend that you always use Yamaha Genuine Parts. Our high-quality spare parts comply with proven safety standards, fit perfectly and have a high resistance to wear - giving you peace of mind.

By using an Official Yamaha Dealer for servicing, you can be sure that all maintenance is carried out by highly skilled Yamaha Technicians using Genuine Parts and Yamalube products.

Our technicians are regularly trained at the Yamaha Technical Academy, giving them the expert knowledge and in-depth experience needed to keep your Yamaha in factory-fresh condition. For more detailed information please consult your local Yamaha dealer or visit our website.

 **YAMAHA**
GENUINE
Parts & Accessories





A Liquid Engine Component

At Yamaha we appreciate that our products instill a unique pride of ownership amongst our customers, and in recognition of their loyalty to the brand we have developed the Yamalube range of lubrication and maintenance care products.

Our Yamaha engineers consider oil as a liquid engine component that is one of the most important parts of your Yamaha engine. Choosing Yamalube really does make a difference.

By always using Yamalube you can be sure that your engine has the potential to run at peak performance, and deliver the durability and reliability that you expect from every Yamaha. We also manufacture a range of care products that keep your pride and joy in tip-top conditions. Your local Yamaha dealer can advise you on the best Yamalube product for your Yamaha or visit our website.



Never drink or otherwise consume engine oil.



www.yamaha-motor.com.au

Follow us on:



Yamaha Motor Australia Pty. Ltd.
ACN 002 556 989.

Locked Bag 48
Wetherill Park
NSW 2164

Ph: 1300 593 600

Dealer



Always remember to review your Yamaha Motorcycle Owner's Manual before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. And always be sure your bike is in first-class condition before riding. Keep it well-maintained and always outfitted in accordance with state and local laws. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for manoeuvring and braking. All riders should ride well within the limits of their abilities, never beyond them. Always ride in a responsible manner, respecting the environment as well as all state and local laws. Ride responsibly, and remember, motorcycle riders, as all motorists, must practice defensive driving. Do not drink and ride. It is illegal and dangerous. Yamaha encourages you to ride safely and respect the environment. Specifications and colour options are subject to change without notice, in accordance with national regulations and legislations. Copyright is YMA. Yamaha reserves the right to change specifications without notice. Confirm with your dealer before purchase. Specifications and measurements are approximate and subject to variances. Images for display purposes. Professional riders depicted on closed courses. Overseas models shown. Models may feature non-standard items.