



2023 Off Road





VICTORY

Off Road Evolution

By winning national titles across the globe, Yamaha has made the victorYZone its home. Now For 2023 our lineup of victorYZone machines includes new flagship YZ450F motocross model, along with a new YZ125X and extensively updated YZ250X 2-stroke cross-country models.

Fresh off back-to-back professional motocross and supercross titles, the new YZ450F is designed to push capabilities even further. Building on the power delivery, suspension performance and usability of the previous model, the new YZ450F features more power,

less weight, a slimmer design, and improved handling in an even more usable package.

The new 2023 YZ125X offers a completely new, more powerful 125cc 2-stroke engine, revised suspension damping, improved brakes, enhanced ergonomics and a new look, which makes it the perfect option for young guns looking to move up to a full-size two-stroke cross-country bike that is ready for competition.

For riders looking for big 250cc 2-stroke power in the ultimate cross-country racer, the new 2023 YZ250X

features updated brakes, revised suspension, race-inspired ergonomics, and aggressive new styling.

The new YZ450F feels light and well-balanced when riding hard to offer expert riders everything they need to win at the highest level. At the same time its revised ergonomics and tuneability with the free engine mapping Power Tuner app makes it easier to ride fast for all rider skill levels.

We're pumped to see the new bike hit the tracks in 2023 and introduce even more riders to the victorYZone.

MOTO CROSS



**Lighter, slimmer,
sharper, faster.**



YZ450F

The reigning US Motocross and Supercross champ now raises the bar even higher. Building on its best-in-class power delivery and suspension performance, the all-new 2023 YZ450F boasts even more power, better handling, less weight, a new more narrow body with improved ergonomics and next-generation Power Tuner app — all while maintaining its renowned ease-of-use that makes fast riders even faster.

Our engineers have taken that winning package and made it lighter, more compact and boosted power across the entire rev range with an all-new 450cc engine. To further cement the YZ450F's position at the top of the tree, new styling is specified with a slim shroud, shorter front mudguard, extended front fork protectors and new flexible riding position.



Team Yamaha Blue



Toolless suspension adjustment

The YZ450F's front KYB forks now feature a new hand operated compression clicker for simple, toolless adjustments. To match the new chassis, fork damping characteristics are tuned to optimise traction and bump absorption. KYB rear suspension now features newly revised internal valving to complement the new chassis.



Lightweight chassis

A completely redesigned aluminium bilateral beam frame provides just the right amount of strength and flex for the perfect balance of stability and cornering performance. The result is a better handling machine with lighter feel, more agility and increased traction allowing the rider to enter corners with greater confidence and more line choices.



All-new 450cc engine

Lighter, more compact with increased power across the entire rev range, the all-new 450cc engine maintains the YZ450F's exceptional pulling power and renowned ease-of-use, all while boosting the rev limit by 500 rpm for even more top-end power. Among the changes are new exhaust and intake port shapes, larger diameter titanium intake valves, new piston, cylinder, crankshaft and balancer assembly, and a switch from wet sump to dry sump lubrication. The combined effect of these features is more power across the entire rev range in a lighter, more compact engine.



New Power Tuner App

Like having factory team support in your pocket, Yamaha's groundbreaking Power Tuner App is revised to be even more user-friendly. New features include an intuitive Simple Tuning slide bar for engine mapping, Traction and Launch Control tuning, lap timer, along with engine and suspension tuning guides.

YZ250F

With an outstanding track record that includes numerous MX2 Grand Prix race wins as well as a string of 250 Supercross titles in the USA, the YZ250F is born to win. And with its low unsprung weight and refined suspension performance, this high-tech motocross weapon is sharp, quick and smooth – 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.

Fast, agile and smart, the tuneable YZ250F is built to deliver the ultimate performance at every track.



Team Yamaha Blue



Plush suspension settings

The YZ250F's SSS (Speed Sensitive System) front forks are among the best in class, and feature optimised low speed damping settings for more responsive handling. Rear suspension settings offer high levels of traction and rider feedback for ultimate cornering confidence.



Lightweight chassis components

Unsprung weight is super low for a responsive chassis performance. A lightweight rear hub and drive chain contribute towards this 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.



Power tuner app

Yamaha's invisible advantage is the free Power Tuner app that makes it easy to adjust engine performance character to suit different tracks, changing surface or weather conditions – via your smartphone.

Tune. Race. Win.



YZ250F

2 strokes. First place.



YZ250

Yamaha's race-tested YZ250 two-stroke is already known for its fast, powerful engine, plush suspension, class-leading handling and rider friendly character.

Its slimline bodywork improves the ergonomics for an even higher degree of control and agility, and the industry-leading KYB suspension features low speed damping for better handling, while braking performance is taken to the next level with a powerful front caliper. And the highly efficient air intake and exhaust system sharpens the power output of the explosive 250cc liquid-cooled YPVS engine while helping to cut lap times.

YZ250 2-stroke: The legend lives on!



Team Yamaha Blue



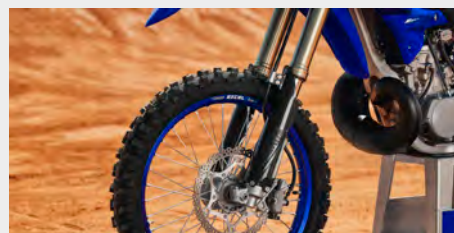
Slimline bodywork

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



250cc YPVS 2-stroke engine

The outstanding 250cc 2-stroke engine delivers instant power on demand. Equipped with a torque-boosting YPVS (Yamaha Power Valve System) and driving through a 5-speed transmission, this compact and lightweight unit loves to race hard.



Industry-leading KYB suspension

Yamaha's SSS (Speed Sensitive System) KYB front forks are top of the class, with low speed damping settings at the front and rear giving improved stability and handling.



High-efficiency air intake

With its aggressive styling, Yamaha's engineers have reduced the resistance to fresh air entering the intake. Together with an optimal exhaust system this gives a more efficient engine operation for stronger performance.

YZ125

The MY22 YZ125 represented an important evolution in Yamaha's two-stroke lineage. Yamaha engineers put considerable thought into developing a motorcycle that would be both dominant on the racetrack and user-friendly for developing riders looking to bridge the gap between recreation riding and competitive motocross.

The liquid-cooled 125cc two-stroke engine was thoroughly reworked to produce more power than previous generations. Every functional part of the YZ125 engine is new, including the cylinder body, cylinder head, piston, piston pin, connecting rod, crankcase and expansion chamber.

To match increased engine performance, an updated lightweight braking system features larger front pistons, a more rigid caliper, a redesigned 270mm front rotor with a 30% increase in pad contact area and higher friction pad material, all combining to provide exceptional braking power and feel.



Team Yamaha Blue



Increased power and better usability

The MY23 YZ125 retains the most powerful engine ever specified for this model, 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.



Best-in-class KYB suspension

Yamaha's SSS (Speed Sensitive System) KYB front forks are widely regarded as being amongst the best designs available on a production motocross bike, and this model features optimised low speed damping settings on both the front and rear suspension systems for supreme handling characteristics.



High-efficiency air intake

Following extensive testing Yamaha's engineers have developed a new intake system. The whole area around the airbox has been redesigned including the seat base, rear frame and sidepanels in order to reduce air resistance, making a significant contribution towards increased intake efficiency.



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.

2 stroke evolution.



**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 slimline bodywork and featuring an enhanced chassis, improved riding position and a refined braking system, the 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 this 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 lightweight aluminium rear frame as well as an aluminium swingarm and high-efficiency air intake - just like the bigger YZ125. Riders will appreciate the flat seat and slim body that helps with machine control. 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 bodywork

The YZ85 is equipped with dynamic slimline bodywork inspired by the YZ125. Uniform and narrow radiator shrouds assist rider control and give an aggressive and balanced look.



Flat seat and ergonomic fuel tank

A flat seat and ergonomic fuel tank assist rider movement for easy front/rear weight shifting. The seat design accommodates a single bolt seat fixing, making routine maintenance quick and easy.



Lightweight aluminium rear frame

A detachable aluminium rear frame reduces weight contributing towards the bike's mass centralisation.



Balanced rigidity aluminium swingarm

The YZ85 is equipped with an aluminium swingarm featuring an optimised rigidity balance that promotes chassis stability and allows high levels of 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!





TANTI
MX1
2022
CHAMP



J1
YAMAHA
CHARLI CANNON
2022 AUSTRALIAN MOTOCROSS
CHAMPION



RACING IS OUR DNA

2022 was another dominant year for Yamaha dirt bikes – continuing a proud tradition that started nearly 70 years ago when our first race bike competed on mixed terrain around the Mount Asama volcano in Japan. Yamaha has been racing – and winning – both on and off the tar ever since.

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 groundbreaking 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 helped to place riders on podiums across the globe.

2022 has been a stellar season for our YZ and WR-mounted bLU cRU champions. US rider Eli Tomac has been unstoppable on his YZ450F, clinching both US AMA MX1 and SX1 titles. In Europe, the Monster Energy Yamaha MXGP squad brought home the manufacturer's title. Closer to home CDR Monster Energy Racing's Aaron Tanti took out the AUS MX1 title and Charli Cannon won the Women's MX title on her YZ250F. And ours is not just short circuit success because Yamaha dominated off-road racing in Australia with ShopYamaha rider Kyron Bacon proving the fastest in the bush on his WR250F.

These wins and many more like them are only achievable with motorcycles that combine high performance with sweet handling and clockwork reliability to offer the best possible podium platform. Making such a machine doesn't happen overnight – because winning feeds model development that boosts and refines our racing DNA over time. Which means the bike you wheel off the showroom tomorrow has been updated with technology that Tomac and his team have put to the ultimate test.

So when we win on Sunday, you benefit on Monday.

ENDURO



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 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 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. 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. And with the bar mounted map switch, riders can choose one of two power maps to suit riding conditions.



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.



Smartphone tuning

By downloading the free Power Tuner app, WR450F riders can easily adjust the fuel/air mix and ignition timing to set the bike up for different riding conditions. This feature makes the WR450F the most adaptable enduro machine – and one that can be tuned instantly on the trail, allowing riders to make the most of a wide range of surfaces and weather conditions. In addition to its engine re-mapping function, the Power Tuner app can also record information and monitor a range of data, including system diagnosis, engine run time and more, making it an indispensable part of every rider's toolkit.



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



Combining the outright speed and agility of Yamaha's Grand Prix winning YZ250F motocross bike with a range of enduro-specific technology that gives increased rideability at all speeds and over a wide range of surfaces, the WR250F has the ability to master everything from high-speed tracks through to technical bush riding.

A YZ250F-type cylinder head with a wider intake port and high performance exhaust camshaft gives rapid mid to top-end performance while retaining the WR250F's strong low rpm torque – and a 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.

A light and powerful front braking system gives you ultimate controllability – and special enduro features include a multi-function meter and a specially developed 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



Powerful YZ250F-based engine

The WR250F comes with a powerful, high-tech engine that's been developed from the Grand Prix winning YZ250F. Featuring a cylinder head with a wider intake port for increased running efficiency – as well as a high performance exhaust camshaft and enduro-specific ECU settings – this motocross-based engine gives you strong 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 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 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

Whether cutting through tight technical trails or blazing across the wide open desert, the class-defining YZ450FX takes off-road performance to new levels.

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.

Plus for 2023 AUS models, we have specced a sleek new LED headlight, mirror, handguards, horn and rego plate hanger to make recreational registration simple in applicable states.

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.

Plus for 2023 AUS models, we have specced a sleek new LED headlight, mirror, handguards, horn and rego plate hanger to make recreational registration simple in applicable 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 racing-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 KIL.

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.

Plus for 2023 AUS models, we have specced a sleek new LED headlight, mirror, handguards, horn and rego plate hanger to make recreational registration simple in applicable states.



Team Yamaha Blue



Potent two-stroke engine

Based on the legendary YZ250 249cc liquid-cooled reed-valve-induced 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 all-new 2023 YZ125X is ready to rip with a powerful, completely redesigned 125cc two-stroke engine, revised suspension damping, new lightweight braking system, improved ergos and a sharp new look. The ultimate step-up to full-size off-road performance.

Its powerful 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.

Plus for 2023 AUS models, we have specced a sleek new LED headlight, mirror, handguards, horn and rego plate hanger to make recreational registration simple in applicable states.



Team Yamaha Blue



2-stroke power tuned for off road

Nearly every functional part of the engine is new - from the cylinder body, cylinder head, piston, piston pin, connecting rod, crankcase and expansion chamber, to a revised cylinder port shape and updated cylinder port timing. It's a change that is immediately apparent at the first crack of the throttle and throughout the entire rpm range.



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 an 18-inch rear wheel, larger rear sprocket, side stand, sealed O-ring chain, new headlight, reserve fuel petcock, and newly adopted scraper between the fork's dust and oil seal, all adding up to exceptional off-road performance.

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.



**FUN
BIKE**



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 terrain.



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 10-inch 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



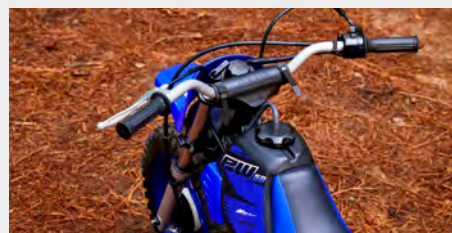
Fully-automatic 50cc 2-stroke engine

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.







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.

ADVENTURE



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.



Granite Grey



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 World Raid

This is the ultimate long distance Yamaha adventure bike designed to offer a whole new horizon to everyone who has the spirit of adventure within their soul.

Equipped with high capacity dual fuel tanks and featuring the most advanced specification that includes state-of-the-art suspension for added confidence and comfort, improved ergonomics, rally-inspired styling and multi-mode instruments with incoming call and text message notifications, the Ténéré 700 World Raid is a motorcycle that can make the world seem a much smaller place.



Midnight Black



Icon Blue



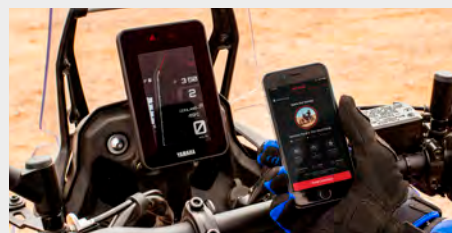
689cc 4-stroke CP2 engine

When you've experienced the CP2 2-cylinder 689cc engine with its 270° crank you'll understand why it's one of Yamaha's most successful units. There's strong linear torque throughout making it an effective and controllable performer off road – and its excellent fuel economy together with compact dimensions and a low weight make it the ideal adventure powerplant.



Dual side mounted fuel tanks

The Ténéré 700 World Raid is equipped with dual side-mounted 23-litre fuel tanks that give a potential range of up to 500km. Located low on the chassis, this large capacity design centralises the mass for agile handling. The highest part of the tank sits much lower than on the Ténéré 700 to give a smooth transition between the front of the seat and the tank for easy rider mobility.



5in colour TFT with mobile connectivity

The 5 inch colour TFT display offers you three different screen displays – from a contemporary digital design to a more traditional analogue look – and there's also a roadbook style screen with tripmeters. The bike's CCU communicates with the MyRide app so that text messages and incoming call alerts are displayed on the screen, keeping you connected at all times.



High specification KYB front forks

For predictable off-road handling and easy steering the Ténéré 700 World Raid is fitted with 43mm KYB front forks with extended 230mm travel that offers full adjustability for spring preload, as well as compression and rebound damping – enabling you to set them up to match different loads, terrain and speeds. A dark bronze coloured Kashima coating on the outer tubes gives reduced stiction for smoother action, and also offers improved durability and corrosion resistance.

**Beyond the next
horizon.**



Ténéré 700 World Raid

The next horizon is
yours.



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.



Tech Kamo



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.

AGRICULTURE



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.

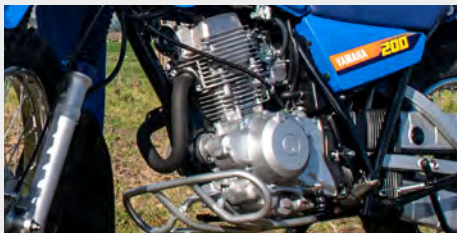
An AG bike has got to be tough, reliable, functional and great value, and since the AG200 is the only bike in its class built from the ground up for farm use - only the AG200 nails the role.

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.

**Downunder's
workhorse.**



AG200

Aussie farm favourite.



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.

**SPORT
ATV**



Raptor 700 SE

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 features a forged lightweight piston, connecting rod and crankshaft for a hard-hitting, quick-revving powerplant that revs all the way to 9000 rpm while the dual counter balancers keep delivery smooth.

A state-of-the-art chassis combines a steel front section with a YZ-style piggyback rear shock with preload and high- and low-speed compression adjustability for maximum sport versatility.



Yamaha Black



High-tech race-bred 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.



High performance suspension

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.

The pinnacle of
sport ATVs.



Raptor 700 SE

Images show optional accessories fitted.

Championship collector.



Images show optional accessories fitted.

YFZ450R SE

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.



Yamaha Black



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 is 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.

**FUN
ATV**



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.

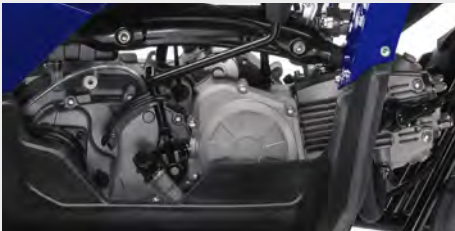
With convenient features like electric-start, a large comfortable seat, front/rear racks and aggressive styling, the Grizzly 90 is the perfect machine for riders who want to maximise fun with family and friends.



Armour Grey



Team Yamaha 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 manoeuvring 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.

**Little bear,
big performance.**



GRIZZLY 90

Calling new riders.



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 manoeuvring.



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.

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.

**First time rider,
lifelong memories.**



YFZ50

Specifications

	YZ450F	YZ250F	YZ250	YZ125
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 × 60.8mm	77.0 × 53.6mm	66.4 × 72.0mm	54.0 × 54.5mm
Compression ratio	13.0 : 1	13.8 : 1	8.9 - 10.6 : 1	8.2 - 10.1 : 1
Lubrication system	Dry 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	310mm	310mm	300mm	300mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	315mm	317mm	315mm	315mm
Front brake	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm
Rear brake	Hydraulic single disc, Ø240mm	Hydraulic single disc, Ø240mm	Hydraulic single disc, Ø240mm	Hydraulic single disc, Ø240mm
Front tyre	80/100-21 Dunlop Geomax MX33F	80/100-21 51M Tube type	80/100-21 51M Tube type	80/100-21 51M
Rear tyre	120/80-19 Dunlop Geomax MX33	110/90-19 62M Tube type	110/90-19 62M Tube type	100/90-19 57M
Dimensions				
Overall length	2180mm	2175mm	2185mm	2135mm
Overall width	825mm	825mm	825mm	825mm
Overall height	1285mm	1285mm	1290mm	1295mm
Seat height	965mm	970mm	975mm	975mm
Wheel base	1480mm	1475mm	1485mm	1440mm
Minimum ground clearance	350mm	335mm	360mm	365mm
Wet weight (including full oil and fuel tank)	109kg	106kg	103kg	95kg
Fuel tank capacity	6.2L	6.2L	7.0L	7.0L

	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 × 47.8mm	43.5 × 43.6mm	97.0 × 60.8mm	77.0 × 53.6mm
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	275mm	215mm	310mm	310mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	282mm / LW: 287mm	270mm	317mm	317mm
Front brake	Hydraulic single disc, Ø220mm	Hydraulic single disc, Ø198mm	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm
Rear brake	Hydraulic single disc, Ø190mm	Hydraulic single disc, Ø190mm	Hydraulic single disc, Ø245mm	Hydraulic single disc, Ø245mm
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	1820mm / LW: 1895mm	1615mm	2175mm	2175mm
Overall width	760mm / LW: 760mm	760mm	825mm	825mm
Overall height	1135mm / LW: 1175mm	1000mm	1270mm	1270mm
Seat height	840mm / LW: 885mm	755mm	955mm	955mm
Wheel base	1255mm / LW: 1285mm	1140mm	1480mm	1480mm
Minimum ground clearance	320mm / LW: 360mm	265mm	320mm	320mm
Wet weight (including full oil and fuel tank)	73kg / LW: 75kg	61kg	119kg	115kg
Fuel tank capacity	5.0L	3.5L	7.9L	7.9L

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 × 60.8mm	77.0 × 53.6mm	66.4 × 72.0mm	54.0 × 54.5mm
Compression ratio	13.0 : 1	13.8 : 1	7.9 - 9.4 : 1	7.8 - 10.2 : 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	310mm	310mm	300mm	300mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	317mm	317mm	315mm	315mm
Front brake	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm	Hydraulic single disc, Ø270mm
Rear brake	Hydraulic single disc, Ø245mm	Hydraulic single disc, Ø245mm	Hydraulic single disc, Ø245mm	Hydraulic single disc, Ø240mm
Front tyre	80/100-21 51M Tube type	80/100-21 51M Tube type	90/90-21 54M Tube type	80/100-21 Dunlop Geomax MX33F
Rear tyre	120/90-18 65M Tube type	110/100-18 64M Tube type	110/100-18 64M Tube type	110/100-18 Dunlop Geomax MX33
Dimensions				
Overall length	2175mm	2175mm	2180mm	2154mm
Overall width	825mm	825mm	825mm	825mm
Overall height	1270mm	1270mm	1285mm	1290mm
Seat height	955mm	955mm	970mm	970mm
Wheel base	1480mm	1480mm	1480mm	1455mm
Minimum ground clearance	320mm	320mm	355mm	355mm
Wet weight (including full oil and fuel tank)	116kg	111kg	104kg	96kg
Fuel tank capacity	8.2L	8.2L	8.0L	8.0L

	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 × 58.0mm	54.0 × 54.0mm	51.0 × 54.0mm	36.0 × 48.6mm
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	180mm	180mm	115mm	96mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm	Swingarm
Rear Travel	168mm	168mm	110mm	71mm
Front brake	Hydraulic single disc, Ø220mm	Hydraulic single disc, Ø220mm	Mechanical leading trailing drum brake, Ø95mm	Mechanical leading trailing drum brake, Ø80mm
Rear brake	Drum	Mechanical leading trailing drum brake, Ø110mm	Mechanical leading trailing drum brake, Ø110mm	Mechanical leading trailing drum brake, Ø80mm
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	2065mm	1885mm	1565mm	1305mm
Overall width	800mm	795mm	680mm	595mm
Overall height	1180mm	1085mm	920mm	795mm
Seat height	870mm	805mm	670mm	555mm
Wheel base	1385mm	1270mm	1080mm	925mm
Minimum ground clearance	295mm	295mm	180mm	135mm
Wet weight (including full oil and fuel tank)	114kg	90kg	72kg	58kg
Fuel tank capacity	8.0L	6.0L	3.8L	3.1L

Specifications

	PW50	Super Ténéré	Ténéré 700 World Raid	Ténéré 700
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	Liquid-cooled, 4-stroke, DOHC, 4 valves, 2-cylinder
Displacement	49cc	1199cc	689cc	689cc
Bore x stroke	40.0 × 39.2mm	98.0 × 79.5mm	80.0 × 68.6mm	80.0 × 68.6mm
Compression ratio	6.0 : 1	11.0 : 1	11.5 : 1	11.5 : 1
Lubrication system	Autolube	Dry sump	Wet sump	Wet sump
Fuel Management	Mikuni VM12/1	Fuel injection	Fuel injection	Fuel injection
Clutch type	Wet, centrifugal automatic	Wet, Multiple Disc	Wet, Multiple Disc	Wet, Multiple Disc
Ignition system	CDI	TCI	TCI	TCI
Starter system	Kick	Electric	Electric	Electric
Transmission system	Automatic	6-speed, Constant Mesh	6-speed, Constant Mesh	6-speed, Constant Mesh
Final transmission	Shaft	Shaft	Chain	Chain
Chassis				
Frame	Steel tube backbone	Steel tube backbone	Steel tube backbone, double cradle	Steel tube backbone, double cradle
Front suspension system	Telescopic fork	Telescopic fork	Upside-down telescopic fork	Upside-down telescopic fork
Front travel	60mm	190mm	230mm	210mm
Rear suspension system	Unit swing	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	50mm	190mm	220mm	200mm
Front brake	Mechanical leading trailing drum brake	Hydraulic dual disc, Ø310mm	Hydraulic dual disc, Ø282mm	Hydraulic dual disc, Ø282mm
Rear brake	Mechanical leading trailing drum brake	Hydraulic single disc, Ø282mm	Hydraulic single disc, Ø245mm	Hydraulic single disc, Ø245mm
Front tyre	2.50-10 4PR Tube type	110/80 R19 M/C 59V Tubeless	90/90 R21 M/C 54V	90/90 R21 M/C 54V
Rear tyre	2.50-10 4PR Tube type	150/70R17M/C 69V Tubeless	150/70 R18 M/C 70V	150/70 R18 M/C 70V
Dimensions				
Overall length	1245mm	2255mm	2370mm	2365mm
Overall width	575mm	980mm	905mm	915mm
Overall height	715mm	1410/1470mm	1490mm	1455mm
Seat height	485mm	845/870mm	890mm	880mm
Wheel base	855mm	1540mm	1595mm	1590mm
Minimum ground clearance	105mm	190mm	250mm	240mm
Wet weight (including full oil and fuel tank)	39kg	265kg	220kg	206kg
Fuel tank capacity	2.0L	23.0L	23.0L	16.0L

	AG200	AG125	Raptor 700	YFZ450R
Engine				
Engine type	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder	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
Displacement	196cc	124cc	686cc	449cc
Bore x stroke	67.0 × 55.7mm	54.0 × 54.0mm	102.0 × 84.0mm	95.0 × 63.4mm
Compression ratio	9.5 : 1	10.1 : 1	10.0 : 1	11.8 : 1
Lubrication system	Wet sump	Wet sump	Dry sump	Dry sump
Fuel Management	BS26 x 1	MV28 x 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	Electric and kick	Electric and kick	Electric	Electric
Transmission system	5-speed, Constant Mesh	5-speed, Constant Mesh	5-speed, Constant Mesh	5-speed, Constant Mesh
Final transmission	Chain	Chain	Chain	Chain
Chassis				
Frame	Diamond	Diamond	Steel tube	Steel tube
Front suspension system	Telescopic fork	Telescopic fork	Independent double wishbone	Independent double wishbone
Front travel	200mm	180mm	230mm	250mm
Rear suspension system	Swingarm	Swingarm	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	155mm	130mm	256mm	280mm
Front brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake	Hydraulic dual discs	Hydraulic dual discs
Rear brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake	Hydraulic disc	Hydraulic disc
Front tyre	80/100-21 51M Tube type	2.75-19-4PR Tube type	AT22 x 7-10	AT21 X 7R10
Rear tyre	4.10-18 59M Tube type	3.50-18-4PR Tube type	AT20 x 10-9	AT20 X 10R9
Dimensions				
Overall length	2160mm	2110mm	1845mm	1795mm
Overall width	930mm	940mm	1155mm	1240mm
Overall height	1155mm	1095mm	1115mm	1065mm
Seat height	830mm	800mm	830mm	810mm
Wheel base	1345mm	1350mm	1280mm	1270 mm
Minimum ground clearance	255mm	225mm	113mm	115 mm
Wet weight (including full oil and fuel tank)	128kg	113kg	192kg	184kg
Fuel tank capacity	10.0L	11.0L	11.0L	10.0L

Specifications

	Grizzly 90	Raptor 90	YFZ50
Engine			
Engine type	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder	Air-cooled, 4-stroke, SOHC, 2-valve, single cylinder
Displacement	90cc	90cc	49.4cc
Bore x stroke	47.0 x 51.8mm	47.0 x 51.8mm	39.0 x 41.4mm
Compression ratio	9.2 : 1	9.2 : 1	8.5 : 1
Lubrication system	Wet sump	Wet sump	Wet sump
Fuel Management	H66D16 x 1	H66D16 x 1	VM12 x 1
Clutch type	Dry, centrifugal	Dry, centrifugal	Dry, centrifugal
Ignition system	CDI	CDI	CDI
Starter system	Electric and kick	Electric and kick	Electric and kick
Transmission system	V-belt automatic	V-belt automatic	V-belt automatic
Final transmission	Chain	Chain	Chain
Chassis			
Frame	Steel tube	Steel tube	Steel tube
Front suspension system	Single A-arm	Single A-arm	Single A-arm
Front travel	126mm	126mm	60mm
Rear suspension system	Swingarm	Swingarm	Swingarm
Rear Travel	145mm	145mm	51mm
Front brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake
Rear brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake	Mechanical leading trailing drum brake
Front tyre	AT19 x 7-8	AT18 x 7-8	AT16 x 6.5-7
Rear tyre	AT18 x 9-8	AT18 x 9-8	AT16 x 7-7
Dimensions			
Overall length	1563mm	1485mm	1250mm
Overall width	1030mm	1020mm	820mm
Overall height	1005mm	955mm	770mm
Seat height	730mm	750mm	585mm
Wheel base	1030mm	1030mm	830mm
Minimum ground clearance	210mm	210mm	88mm
Wet weight (including full oil and fuel tank)	139.6kg	126.5kg	100kg
Fuel tank capacity	6.6L	6.6L	5.8L



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2023 Road



REVS

Yamaha's 2023 road range is designed to take you to a new level of emotion and excitement. And whatever your style of riding, there is a Yamaha that can satisfy your desire to unlock motorcycle freedom.

Inspired directly by the MotoGP championship winning YZR-M1, the Supersport range brings mind-bending performance, headlined by the incredible YZF-R1/M with control technologies that allow you to extract maximum excitement on every ride.

Further down the line, the YZF-R7 and YZF-R3 open up adrenalin-filled riding to a new generation of Supersport riders. And at the entry level, the all-new YZF-R15M has been redesigned into a version 4.0 using many of the features and all the style of its bigger capacity brothers.

The aggressive Hyper Naked range is headlined by

the MT-10 - the beast that can be tamed thanks to a comprehensive electronic control suite and precise handling that combines power with agility. At the top of the naked tree sits the MT-10SP with high-tech Öhlins electronic suspension for ultimate control.

Equipped with our powerful 890cc high-torque engine and lightweight chassis, the XSR900 will get you to the coffee shop in no time. Not that it's a race, but it's good to know that performance is as high on the feature list as style. Together with the XSR700, the Sport Heritage range offers the ideal blend of show and go for your motorcycling journey.

Yamaha Sport Touring machines will also get you there in style – and comfort. The Tracer 9 GT triple is lightweight and agile whereas the FJR1300 four-cylinder machine has achieved cult status among

its loyal owners. Both represent a fine choice for long-distance touring.

Whether you are zipping around town or enjoying a longer ride, 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 similar capacity NMAX. XMAX 300 is re-designed for 2023 with many new features including smartphone connectivity – which is quickly being rolled out across the road bike range. The range is topped off by the original super scooter – the TMAX 560. This high performance legend makes longer trips and riding two up a breeze.

So as you can see, Yamaha's 2023 road range offers a model for all two-wheeled enthusiasts from beginner to expert and from scooter riders to passionate R-family racers.





**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 tuning.

Available in 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 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 give improved high rpm performance.



Enhanced electronic racing suspension

Öhlins Electronic Racing Suspension (ERS) on the YZF-R1M features 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 history.
Your future.
We R1.



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 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.

YZF-R7

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 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



Intensity White



Icon Blue



Optional



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.



Potent braking power

The YZF-R7 is the first Yamaha model to feature a radial brake master cylinder from Brembo. This 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 YZF-R7 houses an adaptive bi-functional LED headlight. The R7 is also equipped with a LED taillight and front and rear turn signals. Light and compact, the 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 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 handlebar switches enable 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 model, 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 model, 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.



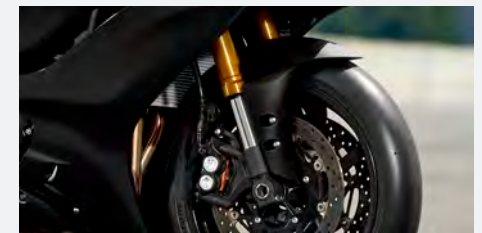
Sophisticated electronic control technology

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.

*Please note R6 RACE is supplied without pillion seat or seat cowl, left and right console panels, and mirror cover plates. Images show these optional accessories fitted.

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



Phantom Purple



Icon Blue



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 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.



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.

R/World is calling.



YZF-R3

Enter R/World.



YZF-R15M



Born from Yamaha's racing DNA, the new learner approved YZF-R15M takes racing inspiration to the next level thanks to a punchy liquid-cooled 155cc that runs a high compression ratio for sporty performance. Plus Variable Valve Actuation improves low end torque as well as top end grunt.

Equipped with traction control, A&S clutch, a quick shifter, smartphone connectivity and stunning R1M inspired graphics, this entry level machine offers a lightweight sporty option for the city commute.



Icon Performance



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.



Dual channel ABS

Enjoy great performance with superior control. R15M comes with 282mm front and 220mm rear disc brakes with Anti-lock Braking System (ABS), which means precise braking and restricted wheel lockups even at high speed. This ensures a confident, inspiring ride.



Aerodynamic bodywork

The racing-inspired bodywork is now more aerodynamic, with better airflow management the rider can reach top speed faster and is also helpful in the high speed stability of the machine.



Y-Connect app

With YZF-R15M you can now stay connected even on the move. The Yamaha Y-Connect app displays phone notifications on your instrument cluster screen, while diagnostic information, parking location and other features can be viewed on the smartphone app.



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 2022 was a stellar year for bLU cRU. Especially in Australia where the entire ASBK series was dominated by Yamaha riders. YRT's Mike Jones won the coveted Superbike title on his YZF-R1, John Lytras led home a

Yamaha top seven in the Supersport class, while Cameron Dunker took out the Supersport 300 ahead of seven more Yamahas. Dunker also won the R3 Cup and Harrison Watts completed the clean sweep by winning the Oceania Junior Cup.

In Europe, Fabio Quartararo finished second in MotoGP as did Toprak Razgatlioglu in WSBK but Dominique Aegerter won the World Supersport title and Alvaro Diaz won the WorldSSP 300 title – results that helped Yamaha win both the 600 and 300 class manufacturer's titles. Meanwhile

over in the US, Jake Gagne won the MotoAmerica Superbike class on his YZF-R1 and Ray Bradley did the same in the British Superbikes.

Winning improves the breed, so whether it's a top-of-the-range YZF-R1M with six axis IMU and fracture split conrods or a humble NMAX scooter with low friction engine, you know where these key advantages came from – our winning race teams.





**MAXIMUM
TORQUE**

MT-10SP

The MT-10SP is ready to introduce you to the ultimate riding experience. Its CP4 engine is the most powerful in the Hyper Naked line-up. And the radical 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' 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 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 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 model benefits from a 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 MT-10SP is the first motorcycle in the world to be equipped with the radical 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 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 headlight assembly and 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.

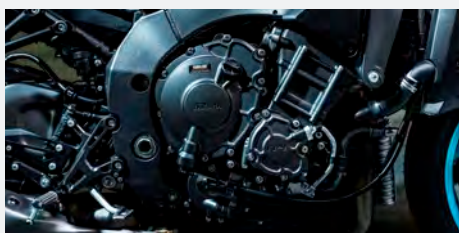
Hidden deep in the lightweight Deltabox chassis is the most sophisticated package of electronic rider aids, designed to give you the highest degree of controllability. With adjustable high-tech systems that control traction, slides, wheelies, engine braking and braking, you can make your MT-10 behave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



Tech Black

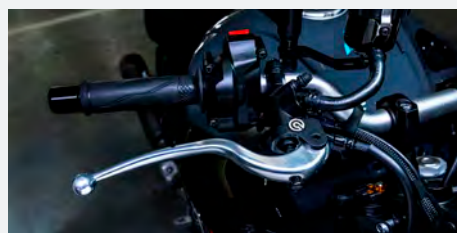


Cyan Storm



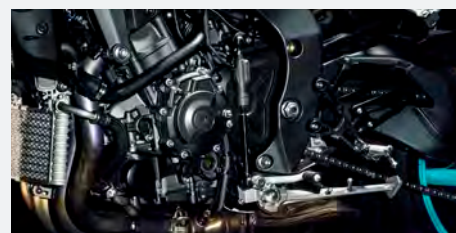
998cc CP4 engine

Nothing can match the thrill of the MT-10's 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.



Brembo radial master cylinder

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



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 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 lightweight chassis is sharper than ever.

As well as the exclusive Icon Performance colour, 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 889cc liquid-cooled 3-cylinder engine is lighter, quicker and more powerful, with more torque at lower rpm. The 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 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.

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 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

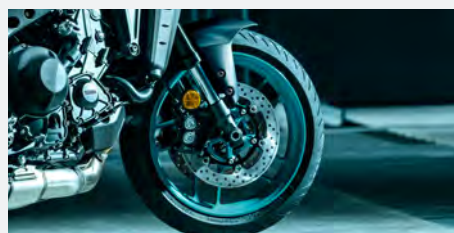


Cyan Storm



889cc CP3 engine

The 889cc liquid-cooled 3-cylinder engine is lighter, quicker and more powerful, with more torque at lower rpm. The 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

Lightweight 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 high-rigidity frame and reduce the tendency to pitch, giving a smoother and more controlled ride.



6-Axis IMU plus lean-sensitive rider aids

Developed from the R1, the compact 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 MT-09 gives you ultimate control in varying weather and surface conditions.

MT-07

The 2023 MT-07 features a range of upgrades that enhance the package while remaining true to the basic concept that's loved by so many riders. The most significant upgrades include the new 5-inch full-colour TFT display that provides a choice of two switchable screen themes and smartphone connectivity.

The distinctive bodywork with twin winglet-type air intakes and a compact LED headlight that projects a futuristic Y-shape face presents the signature style for the latest Hyper Naked models. And the refined CP2 engine gives you even more linear response with a gutsier exhaust note.

Wide aluminium taper handlebars give easier turning and a more commanding riding position, while large 298mm dual front discs deliver strong braking. 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 available in one colour - Icon Blue.



Icon Blue



Tech Black



Cyan Storm



Optional



2-cylinder CP2 engine

Developed using Yamaha's crossplane technology, this 655/689cc 2-cylinder CP2 engine gives the MT-07 a more engaging linear response and character with easy-to-use performance and improved engine sound.



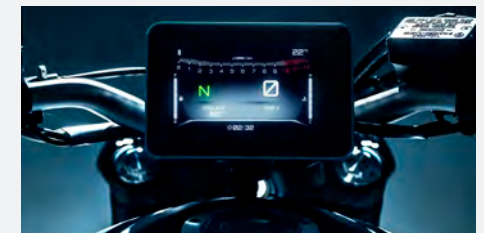
LED projector lighting

Modern, compact and lightweight, the 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. Left and right side dual-layer LED position lights give the MT-07 a signature Y-shape face.



Large front brakes

MT-07's large 298mm front dual disc gives more stopping power and greater controllability with no gain in weight. Together with the 245mm rear disc, the system offers increased performance and is especially apparent in wet conditions.



TFT and smartphone connectivity

The MT-07's new 5-inch TFT instruments can be set to Street Theme or Touring Theme to suit your individual requirements. With the smartphone connectivity via the free MyRide app, you can view incoming call and message notifications on the TFT meter, as well as monitor all key parameters of the bike on the app.

Find your darkness.



MT-07

Dark blast.



MT-03

Inspired by Yamaha's larger Hyper Naked, 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

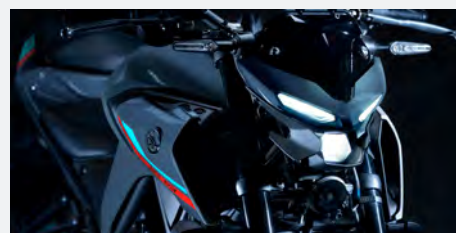


Cyan Storm



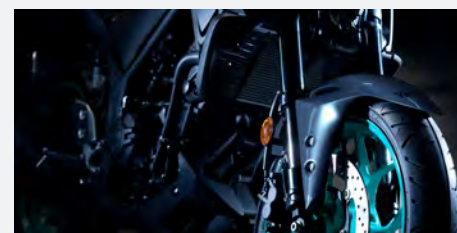
Sophisticated 321cc 2-cylinder engine

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

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 powerful 889cc CP3 engine with a ton of torque, but it's also fitted with a 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 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 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 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. With its retro styling fitted with modern tech, the XSR700 features a LED headlight, large front brake disc and a digital 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 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 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



SPORT TOURING

FJR1300AE

It's been over 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.

With its silky smooth 1298cc inline four engine, electronically adjustable suspension, a smooth and quiet helical cut six speed transmission, lightweight assist and slipper clutch, lean angle sensitive LED lighting system, long-range 25-litre fuel tank, aerodynamic fairing with electronically adjustable screen and adjustable riding position, the FJR1300AE gets you there in comfort and style.



Cobalt Blue



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 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.

Legendary turns.



FJR11300AE

Turn up your journey.



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.



Midnight Black



Pure White



889cc CP3 engine

Powering the Tracer 9 GT is a 889cc CP3 crossplane technology engine. A torque output of 93Nm 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 equipped as standard with a Cruise Control system, 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.

Niken GT

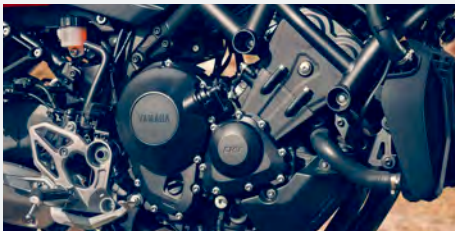
Yamaha's ground-breaking Leaning Multi Wheel (LMW) technology can now be ridden closer to the horizon thanks to the increased levels of comfort and functionality delivered by the Niken GT, via a high touring screen, heated grips and comfort seat. Semi-soft 25-litre panniers provide storage space for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

Turns have no season.



Niken GT



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 TMAX Tech MAX also comes with a compact body with an extended seat and footboards that gives a comfortable ride. Its aggressive 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.



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 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 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 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 2-button backlit main switch is simple 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 flush fitting aero-style fuel cap.

* Full-map Garmin Navigation requires a subscription service agreement and is not offered in all countries. Some navigation features are not available in all countries, please check with Garmin for availability.

Straight to the MAX.



TMAX 560 Tech Max

Designed to the MAX.



XMAX 300



Yamaha has totally redesigned the XMAX 300 for MY23 with a fresh new look featuring dynamic and sporty bodywork and a distinctive X-shaped LED headlight. Riders can now keep in touch via the new high-tech 4.2-inch colour TFT connected instruments that enable smartphone connectivity – and the new display features Garmin navigation* and a wide range of other functions.

The 292cc Blue Core engine delivers strong acceleration with high levels of fuel economy and Yamaha reliability – and improvements such as better ground access and revised brake lever ratio enhance the overall riding experience.

Offering everyone the ultimate riding experience while inspiring unrivalled pride of ownership, the all-new connected XMAX 300 represents one of the biggest steps forward in Yamaha Sport Scooter design in recent years.



Ice Fluo



Dark Petrol



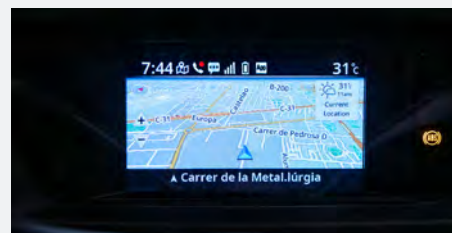
Powerful and efficient engine

The XMAX's 292cc engine has been designed using Yamaha's 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 an efficient fuel injection system, the engine delivers strong acceleration and a high top speed together with low fuel consumption and a smooth and refined ride.



4.2 inch colour TFT

The comprehensive instrumentation features an all-new high-tech 4.2-inch colour TFT infotainment display that gives the rider smartphone connectivity, and the screen can also function as an onboard navigation system. The built in Communication Control Unit (CCU) enables Bluetooth connectivity between the scooter and the user's smartphone, and once Yamaha's Y-Connect app is downloaded – and the device is paired with the machine – a range of functions can be accessed including messages, emails and music making each ride a unique and more engaging experience.



Garmin Navigation System*

After installing the Garmin StreetCross app on their smartphone and connecting to the XMAX 300's CCU, riders can utilise the Garmin navigation on the 4.2-inch colour TFT infotainment screen. This sophisticated system enables searches by location name and various other methods via the smartphone.



New X-shaped headlight and taillight

The new XMAX 300 features a radical-new face in the form of a distinctive X-shaped headlight/position light layout that is unique to this new model. The ultra-modern appearance perfectly matches the all-new bodywork, giving the 2023 model a futuristic look that distinguishes itself from other models. The redesigned LED taillight incorporates brake lights that form an X shape when lit and features integrated rear flashers for a sleek and coordinated appearance – and the new higher mounted front flashers are designed to be easily seen by other road users in congested traffic conditions.

* The navigation app will not be available in some countries. Information on speed limits, traffic, etc., is not provided in some countries and regions. Speed limit data may also not be updated in a timely manner and speed limits may change depending on the time of day, such as in school zones or around construction sites.

Tricity 300



The Tricity 300 is ready to change your life. Its 3-wheel layout gives a 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.



Petrol Blue



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



Tricity 155's main feature is the 3-wheel chassis with two tilting front wheels that offer a greater feeling of stability and safety, especially on rough or wet surfaces.

For MY23, Tricity comes with a new chassis and upgraded rear suspension for greater comfort, smart keyless ignition and smartphone connectivity for greater convenience and a new Blue Core 155cc engine with Variable Valve Actuation and stop/start technology for increased performance and economy. Every detail of this agile and manoeuvrable urban scooter is designed to make commuting pleasant and convenient. The spacious footboard and contoured double saddle offer a natural and relaxing riding position, while the elegant body and windshield help protect you from the elements.

Smart, stylish and practical, this scooter breeds rider confidence.



Petrol Blue



Blue Core engine

The new Tricity 155 is driven by a 155cc liquid-cooled 4-stroke Blue Core engine. Featuring Yamaha's Variable Valve Actuation (VVA) technology for strong acceleration, this quiet-running low-emission powerplant produces lively performance in urban settings and a good cruising speed on the open highway.



Three wheel layout

Tricity 155's twin leaning front wheels give you enhanced feelings of stability on bends and bumpy roads – and being one of the lightest and most compact 3-wheel scooters, it's so agile and easy to manoeuvre. The latest model benefits from a refined LMW Ackermann steering system that gives a more natural and confident feeling when cornering.



Start & Stop technology

For increased riding enjoyment in urban traffic the new Tricity 155 is equipped with an intelligent Start & Stop system. When you are stationary at traffic lights the engine automatically stops – saving fuel and reducing emissions. As soon as you twist the throttle the scooter starts automatically for an easy and relaxing ride – even in congested traffic.



Smartphone connectivity

When you're riding the Tricity 155 you can view real time notifications of incoming calls, social media, emails and texts on the new LCD instruments with smartphone connectivity. All you need to do to get connected is to download Yamaha's free MyRide app to your smartphone, pair it with the scooter using the VIN and you're connected.

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 NMAX 155 is Yamaha's vision of personal new mobility.

It's sporty 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 chassis 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 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.



Dark Petrol



Milky White



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 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 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 urban commuter is one of the smartest, quickest and most economical solutions for personal mobility.

Featuring a fresh and unisex look, the 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 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 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 D'elight gets a modern unisex body design that features a rounded headlight as well as flush fitting flashers and a cowl-mounted position lamp. The 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	YZF-R7HO / LA	YZF-R6 Race
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, forward-inclined parallel 4-cylinder, DOHC
Displacement	998cc	998cc	HO: 689cc / LA: 655cc	599cc
Bore x stroke	79.0 x 50.9mm	79.0 x 50.9mm	HO: 80.0 x 68.6mm / LA: 78.0 x 68.6mm	67.0 x 42.5mm
Compression ratio	13.0 : 1	13.0 : 1	HO: 11.5 : 1 / LA: 11.0 : 1	13.1 : 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	120mm	120mm	130mm	120mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	120mm	120mm	130mm	120mm
Front brake	Hydraulic dual discs, Ø320mm	Hydraulic dual discs, Ø320mm	Hydraulic dual disc brake, Ø298mm	Hydraulic dual discs, Ø320mm
Rear brake	Hydraulic single disc, Ø220mm	Hydraulic single disc, Ø220mm	Hydraulic single disc brake, Ø245mm	Hydraulic single disc, Ø220mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless
Rear tyre	200/55 ZR17M/C (78W) Tubeless	190/55 ZR17M/C (75W) Tubeless	180/55ZR17M/C (73W) Tubeless	180/55 ZR17M/C(73W) Tubeless
Dimensions				
Overall length	2055mm	2055mm	2070mm	1990mm
Overall width	690mm	690mm	705mm	695mm
Overall height	1165mm	1165mm	1160mm	1150mm
Seat height	860mm	855mm	835mm	850mm
Wheel base	1405mm	1405mm	1395mm	1375mm
Minimum ground clearance	130mm	130mm	135mm	130mm
Wet weight (including full oil and fuel tank)	202kg	201kg	188kg	185kg
Fuel tank capacity	17.0L	17.0L	13.0L	17.0L

	YZF-R3	YZF-R15M	MT-10SP	MT-10
Engine				
Engine type	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	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Displacement	321cc	155cc	998cc	998cc
Bore x stroke	68.0 × 44.1mm	58.0 × 58.7mm	79.0 × 50.9mm	79.0 × 50.9mm
Compression ratio	11.2 : 1	11.6 : 1	12.0 : 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	Deltabox	Diamond	Diamond
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	130mm	130mm	120mm	120mm
Rear suspension system	Swingarm	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	125mm	97mm	120mm	120mm
Front brake	Hydraulic single disc, Ø298mm	Hydraulic single disc, Ø282mm	Hydraulic dual disc brake, Ø 320mm	Hydraulic dual disc brake, Ø 320mm
Rear brake	Hydraulic single disc, Ø220mm	Hydraulic single disc, Ø220mm	Hydraulic single disc brake, Ø 220mm	Hydraulic single disc brake, Ø 220mm
Front tyre	110/70 R17M/C 54H Tubeless	100/80-17M/C 52P Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless
Rear tyre	140/70 R17M/C 66H Tubeless	140/70-17M/C 66H Tubeless	190/55 ZR17M/C (75W) Tubeless	190/55 ZR17M/C (75W) Tubeless
Dimensions				
Overall length	2090mm	1990mm	2100mm	2100mm
Overall width	730mm	725mm	800mm	800mm
Overall height	1140mm	1135mm	1165mm	1165mm
Seat height	780mm	815mm	835mm	835mm
Wheel base	1380mm	1325mm	1405mm	1405mm
Minimum ground clearance	160mm	170mm	135mm	135mm
Wet weight (including full oil and fuel tank)	169kg	138kg	214kg	212kg
Fuel tank capacity	14.0L	11.0L	17.0L	17.0L

Specifications

	MT-09SP	MT-09	MT-07HO / LA	MT-03
Engine				
Engine type	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	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC
Displacement	889cc	889cc	HO: 689cc / LA: 655cc	321cc
Bore x stroke	78.0 x 62.1mm	78.0 x 62.1mm	HO: 80.0 x 68.6 mm / LA: 78.0 x 68.6mm	68.0mm x 44.1mm
Compression ratio	11.5 : 1	11.5 : 1	HO: 11.5 : 1 / LA: 11.0 : 1	11.2 : 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, Ø37mm inner tube
Front travel	130mm	130mm	130mm	130mm
Rear suspension system	Swingarm, (link suspension)	Swingarm, (link suspension)	Swingarm, (link type suspension)	Swingarm
Rear Travel	122mm	122mm	130mm	125mm
Front brake	Hydraulic dual disc, Ø 298mm	Hydraulic dual disc, Ø 298mm	Hydraulic dual disc, Ø 298mm	Hydraulic single disc, Ø 298mm
Rear brake	Hydraulic single disc, Ø 245mm	Hydraulic single disc, Ø 245mm	Hydraulic single disc, Ø 245mm	Hydraulic single disc, Ø 220mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	110/70-17M/C (54H) Tubeless
Rear tyre	180/55 ZR17M/C (73W) Tubeless	180/55 ZR17M/C (73W) Tubeless	180/55 ZR17M/C (73W) Tubeless	140/70-17M/C (66H) Tubeless
Dimensions				
Overall length	2090mm	2090mm	2085mm	2090mm
Overall width	795mm	795mm	780mm	755mm
Overall height	1190mm	1190mm	1105mm	1070mm
Seat height	825mm	825mm	805mm	780mm
Wheel base	1430mm	1430mm	1400mm	1380mm
Minimum ground clearance	140mm	140mm	140mm	160mm
Wet weight (including full oil and fuel tank)	190kg	189kg	184kg	168kg
Fuel tank capacity	14.0L	14.0L	14.0L	14.0L

	XSR900	XSR700	FJR1300AE	Tracer 9 GT
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC
Displacement	889cc	655cc	1298cc	889cc
Bore x stroke	78.0 × 62.1mm	78.0 × 68.6mm	79.0 × 66.2mm	78.0 × 62.1mm
Compression ratio	11.5 : 1	11.0 : 1	10.8 : 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	Shaft	Chain
Chassis				
Frame	Diamond	Diamond	Aluminium Diamond	Diamond
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	130mm	130mm	135mm	130mm
Rear suspension system	Swingarm, (link type suspension)	Swingarm, (link type suspension)	Swingarm, (link suspension)	Swingarm, (link suspension)
Rear Travel	137mm	130mm	125mm	137mm
Front brake	Hydraulic dual disc, Ø 298mm	Hydraulic dual disc, Ø 298mm	Hydraulic dual discs, Ø 320mm	Hydraulic dual discs, Ø 298mm
Rear brake	Hydraulic single disc, Ø 245mm	Hydraulic single disc, Ø 245mm	Hydraulic single disc, Ø 282mm	Hydraulic single disc, Ø 245mm
Front tyre	120/70 ZR17M/C (58W) Tubeless	120/70 ZR17M/C (58W) Tubeless	120/70ZR17M/C (58W) Tubeless	120/70ZR17 M/C (58W) Tubeless
Rear tyre	180/55 ZR17M/C (73W) Tubeless	180/55 ZR17M/C (73W) Tubeless	180/55ZR17M/C(73W) Tubeless	180/55ZR17 M/C (73W) Tubeless
Dimensions				
Overall length	2155 mm	2075mm	2230mm	2175mm
Overall width	860mm	820mm	750mm	885mm
Overall height	1155mm	1130mm	1325 / 1455mm	1430 / 1470mm
Seat height	810mm	835mm	805 / 825mm	810 / 825mm
Wheel base	1495mm	1405mm	1545mm	1500mm
Minimum ground clearance	140mm	140mm	125mm	135mm
Wet weight (including full oil and fuel tank)	193kg	188kg	292kg	220kg
Fuel tank capacity	14.0L	14.0L	25.0L	19.0L

Specifications

	Niken GT	TMAX 560 Tech Max	XMAX 300	Tricity 300
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC	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
Displacement	847cc	562cc	292cc	292cc
Bore x stroke	78.0 × 59.1mm	70.0 × 73.0mm	70.0 × 75.9mm	70.0 × 75.9mm
Compression ratio	11.5 : 1	10.9 : 1	10.9 : 1	10.9 : 1
Lubrication system	Wet Sump	Dry Sump	Wet Sump	Wet Sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type	Wet, Multiple Disc			
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	Constant Mesh, 6-speed	V-Belt Automatic	V-Belt Automatic	V-Belt Automatic
Final transmission	Chain	Belt	Belt	Gear
Chassis				
Frame	Diamond	Aluminium CF die-cast	Underbone	Backbone
Front suspension system	Double USD telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	110mm	120mm	110mm	100mm
Rear suspension system	Swingarm, (link suspension)	Swingarm	Swingarm	Unit swing
Rear Travel	125mm	117mm	79mm	84mm
Front brake	Hydraulic dual discs, Ø 298mm	Hydraulic dual disc, Ø 267mm	Hydraulic single disc, Ø 267mm	Hydraulic dual disc, Ø 267mm
Rear brake	Hydraulic single disc, Ø 282mm	Hydraulic single disc, Ø 282mm	Hydraulic single disc, Ø 245mm	Hydraulic single disc, Ø 267mm
Front tyre	120/70R15	120/70R15M/C 56H Tubeless	120/70R15	120/70-14M/C 55P
Rear tyre	190/55R17	160/60R15M/C 67H Tubeless	140/70R14	140/70-14M/C 62P
Dimensions				
Overall length	2150mm	2195mm	2185mm	2250mm
Overall width	885mm	780mm	775mm	815mm
Overall height	1425mm	1415 / 1525mm	1415 / 1465mm	1470mm
Seat height	820mm	800mm	795mm	795mm
Wheel base	1510mm	1575mm	1540mm	1595mm
Minimum ground clearance	150mm	135mm	135mm	130mm
Wet weight (including full oil and fuel tank)	267kg	220kg	179kg	237kg
Fuel tank capacity	18.0L	15.0L	13.0L	13.0L

Tricity 155**NMAX 155****D'elight 125**

Engine			
Engine type	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	2-valves, 4-stroke, air-cooled, single cylinder, SOHC
Displacement	155cc	155cc	125cc
Bore x stroke	58.0 × 58.7mm	58.0 × 58.7mm	52.4 × 57.9mm
Compression ratio	10.5 : 1	11.6 : 1	10.2 : 1
Lubrication system	Wet Sump	Wet Sump	Wet Sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type			
Ignition system	TCI	TCI	TCI
Starter system	Electric	Electric	Electric
Transmission system	V-Belt Automatic	V-Belt Automatic	V-Belt Automatic
Final transmission	Gear	Gear	Gear
Chassis			
Frame	Backbone	Underbone	Underbone
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	90mm	100mm	81mm
Rear suspension system	Unit swing	Unit swing	Unit swing
Rear Travel	90mm	85mm	68mm
Front brake	Hydraulic dual disc, Ø 220mm	Hydraulic single disc	Hydraulic single disc, Ø 180mm
Rear brake	Hydraulic single disc, Ø 230mm	Hydraulic single disc	Drum
Front tyre	90/80-14	110/70-13M/C 48P Tubeless	90/90-12 44J Tubeless
Rear tyre	130/70-13	130/70-13M/C 63P Tubeless	100/90-10 56J Tubeless
Dimensions			
Overall length	1980mm	1955mm	1805mm
Overall width	750mm	740mm	685mm
Overall height	1210mm	1115mm	1160mm
Seat height	780mm	765mm	800mm
Wheel base	1350mm	1350mm	1275mm
Minimum ground clearance	125mm	135mm	125mm
Wet weight (including full oil and fuel tank)	165kg	127kg	101kg
Fuel tank capacity	7.2L	7.1L	5.5L



> ROMBO PASS

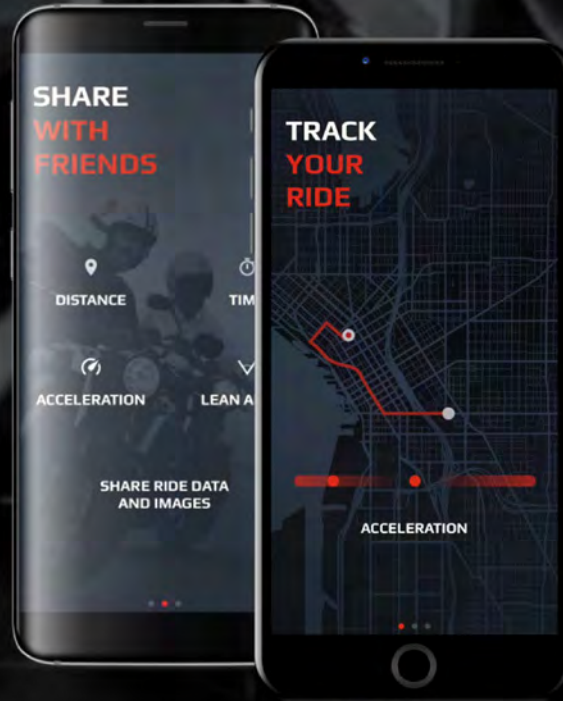


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