



2025 OFF ROAD



VICTOR ONE



IN THE ZONE

WHERE THE OPPOSITION GETS MONSTERED

Riding a Yamaha YZ automatically places you in the VictorYZone - the area where podiums, titles and championships are earned. The area where our successful Monster Energy supported race teams vie for victory across the globe. In celebration of our major sponsor and the success of our teams, Yamaha's legendary YZ range features a selection of Special Edition Monster Energy liveried models for 2025.

Our control-filled aluminium frame technology combined with industry-leading KYB suspension and mass-centralised reverse fed engines monster the opposition - just ask US AMA MX champion Haiden Deegan. Or the ADB crew who voted the MY25 YZ450F the best bike in its category.

The VictorYZone starts off on the right foot with our smallest YZ65 - the bike that offers young guns the opportunity of a lifetime to compete in front of national crowds in big stadiums thanks to the YZ65 Cup.

From there its onwards and upwards via the World Championship winning YZ85/LW model - the bike that Kiwi rider Levi Townley campaigned so successfully this year. Levi came from the YZ65 Cup and is heading to Europe in 2025 as he steps his way up through the VictorYZone range - a journey that has our full support and made easier thanks to the race-winning models available as he progresses.

Enduro riders will be stoked to discover an all-new WR250F and YZ250FX for 2025. Based on the championship-winning YZ250F, these new bikes represent the next generation

with a lighter and more compact body and a lower centre of gravity that makes for a super connected ride. Bike balance, cornering performance and power delivery are all on the next level. Changes to the frame, suspension and the revised connection between the throttle and rear wheel now inspire greater confidence, which is the key to fast off-road riding. Because a bike that is easy to ride is also easy to ride fast.

The 2025 cross country lineup includes the high performance YZ450FX and the lightweight two-stroke YZ125X and YZ250X models.

But whichever VictorYZone model you pick, they all come with Yamaha race-winning DNA.

Designed to bring out the Monster in you...

MOTO CROSS



Tune in to victory.



YZ450F

The ultimate 450 raises the bar even higher. Building on its best-in-class performance, the YZ450F boasts exceptional power and sharp handling in a compact, lightweight package that makes fast riders even faster.

Featuring a reversed cylinder head layout, forged aluminium piston, titanium valves, lightened crank assembly and dry sump lubrication, the YZ450F's advanced DOHC four-stroke engine is light, compact and world renowned for its incredibly broad pulling power across the entire rev range.

And like having factory team support in your pocket, Yamaha's groundbreaking Power Tuner App allows owners to adjust air/fuel mixture and ignition timing to tune engine performance for track conditions. The latest app features an intuitive *Simple Tuning* slide bar for quick engine mapping adjustments, Traction and Launch Control tuning, lap timer, system diagnosis, along with helpful engine and suspension tuning guides.



Monster Energy Yamaha Racing Edition



Team Yamaha Blue



Class-leading suspension settings

Revised KYB suspension including updated rear linkage and new settings front and rear. The rear shock lever ratio is revised for added traction and stability. Plus a lighter spring rate is specced for the rear shock and new delta-shaped piston shims in the fork for enhanced stability, traction and a more planted feel. The front fork also features tool-free compression clickers for easy adjustment.



Lightweight aluminium frame

The precisely tuned 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.



Ultra-compact high-tech 450cc engine

Featuring a reversed cylinder head layout, forged aluminium piston, titanium valves, lightened crank assembly and dry sump lubrication, the YZ450F's advanced DOHC four-stroke engine is light, compact and world renowned for its incredibly broad pulling power across the entire rev range.



Race winning details

The YZ450F boasts a wide range of top-spec details including aluminium tapered handlebars, compact PVC handlebar pad, lightweight throttle cable, wide footpegs with lightweight aluminium alloy brackets, a quick-adjust clutch perch, stylish blue rims and a lightweight gold drive chain with YZ450F specific chain guide.

YZ250F

Featuring a high-spec piston, aggressive cam profiles and forward positioned intake cylinder head layout, the YZ250F's advanced four-stroke engine is known for its broad, useable powerband and class-leading low-end and mid-range torque.

The aluminium bilateral beam frame has been completely redesigned based on the flagship YZ450F and 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 lightweight feel and increased front wheel traction, allowing the rider to enter corners with greater confidence and more line choices.



Monster Energy Yamaha Racing Edition



Team Yamaha Blue



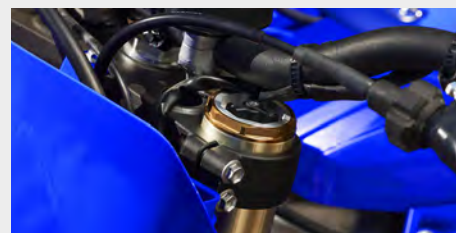
Advanced 250cc four-stroke engine

The YZ250F's liquid-cooled, DOHC four-valve, fuel-injected powerplant features a forward-positioned straight downdraft intake with symmetrical intake ports, high-spec piston and aggressive cam profiles. The advanced four-stroke engine is known for its broad, useable powerband and class-leading low-end and mid-range torque.



New bilateral beam frame

An aluminium bilateral beam frame based on the flagship YZ450F 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 lightweight feel and increased front wheel traction, allowing the rider to enter corners with greater confidence and more line choices.



Adjustable suspension settings

Revised KYB suspension including updated rear linkage and new settings front and rear. The rear shock lever ratio is revised for added traction and stability. Plus a lighter spring rate is specced for the rear shock and new delta-shaped piston shims in the fork for enhanced stability, traction and a more planted feel. The front fork also features tool-free compression clickers for easy adjustment.



Traction control & launch control

The Traction Control System communicates wheel slip to the ECU, tuning the engine to maintain ideal rear wheel traction. Three levels can be selected: HIGH, LOW or OFF. The updated Launch Control System now features an rpm limiter which can be adjusted in 500 rpm increments between 6,000 rpm and 14,000 rpm for optimised launches when the gate drops. Both systems are controlled through the Yamaha Power Tuner App.

Tune. Race. Win.



YZ250F



Two-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 249cc liquid-cooled YPVS-equipped reed-valve-induced two-stroke engine is lightweight, compact and fun, with an incredibly wide, hard-hitting powerband; all housed within a carefully engineered, advanced aluminium frame for maximum track performance.

YZ250 two-stroke: The legend lives on!



Monster Energy Yamaha Racing Edition



Team Yamaha Blue



YPVS two-stroke engine

The outstanding 250cc two-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.



Powerful braking system

The high performance braking system features a 270mm front rotor, 240mm rear rotor, large front pistons and rigid calipers, all combining to provide exceptional braking power and feel.



Industry-leading KYB suspension

The fully adjustable KYB® 48mm forks feature the Speed Sensitive System which uses piston speed to control the damping force for super-precise handling, superb bump absorption and 300mm of suspension travel.



Race-bred ergonomics

Complete with an aluminium handlebar, two-position adjustable handlebar clamp, wide footpegs, gripper seat and adjustable clutch lever with works-style cable adjuster, the YZ250 is competition-ready straight out of the crate.

YZ125

The YZ125 represents 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 advanced liquid-cooled 125cc two-stroke engine provides impressive acceleration, thrilling mid- to high-rpm power, along with supreme usability. While the lightweight finely tuned chassis means nimble handling, more control and less rider fatigue - the ideal platform for advancing skills and gaining confidence.



Monster Energy Yamaha Racing Edition



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Powerful two-stroke engine

Yamaha's advanced, liquid-cooled 125cc two-stroke engine provides impressive acceleration, thrilling mid- to high-rpm power, along with supreme usability.



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.



Powerful braking system

The high performance braking system features a 270mm front rotor, 240mm rear rotor, large front pistons and rigid calipers, all combining to provide exceptional braking power and feel.



Smooth shifting six-speed transmission

Close-ratio six-speed transmission has wider transmission gear tooth width and optimised gear ratios for maximum performance.

Two-stroke evolution.



YZ125

**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 two-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 - while riders will appreciate the flat seat and slim body that helps with machine control.



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 six-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, 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 six-speed transmission

The six-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!





RACING IS OUR DNA

Yamaha's very first motorcycle was a race bike. The Red Dragonfly was built to win and started a track-inspired lineage that continues to this day. Racing is at the heart of everything we do and drives technological advancements. Landmark features such as the monoshock, liquid cooling and Yamaha's Power Valve System (YPVS) are all ground-breaking technology introduced by Yamaha.

More recently we pioneered the reverse fed cylinder head, offset crank design, Controlled Fill aluminium chassis and smartphone power tuning. These benefits have placed riders on podiums and put a smile on the faces of dirt bike riders across the globe.

2024 was another winning season for our bLU cRU champions. In the US AMA MX, Haiden Deegan dominated

on his YZ250F, while in Australia, Jed Beaton was tied on points at the end of the eight round ProMX championship series. And young Blake Bohannon marked himself as a rider to watch by winning the 65cc class. On the international stage, Levi Townely won the FIM Junior MX World Championship 85cc class.

Meanwhile the bLU cRU continues to rack up the titles in the Australian Off Road Championship, with the standouts for 2024 being Kyron Bacon who won the E1 class, Jett Yarnold EJ and Danielle McDonald EW.

These wins and many more like them are only achievable with motorcycles that continually push the performance envelope while maintaining clockwork reliability to offer the best possible podium package.

Our teams and riders are in constant contact with the factory to offer race-bred advice and feedback - all of which is noted and tested to refine future product. It's this constant cycle of development - fuelled by our racing DNA - that results in championship winning machinery.

So whether you're aiming for the win or simply to avoid the trees, swing a leg over a Yamaha dirt bike and see what 70 years of racing DNA achieves.

ENDURO



Master of all trades.



WR450F



The WR450F is based on the latest successful YZ450F MX machine – the model that has been winning around the globe with riders like Eli Tomac and Jed Beaton on board - resulting in a powerful, light, slim and super handling machine.

The WR450F is an enduro weapon that's easy to ride fast, extremely capable in technical situations and more versatile than ever.

Truly the master of all trades.



Team Yamaha Blue



Powerful 450cc engine

The WR450F's advanced compact four-stroke engine is higher revving and produces broad power across the entire rev range. Additionally, ECU settings are tailored to suit the specific needs of trail riding and enduro competition.



Bilateral beam frame

The aluminium bilateral beam frame has WR450F-specific engine mounts to produce the right combination of strength and flex for the perfect balance of straight-line stability and cornering performance. The result is a better handling machine with lighter feel, more agility and increased traction, allowing the rider to tackle tight, technical trails with greater confidence.



Smartphone tuning

The free-of-charge Yamaha Power Tuner App brings the power of the GYTR® Power Tuner to an iOS® or Android® device, allowing owners to adjust air/fuel mixture and ignition timing, log race set-up information, and monitor a range of data such as maintenance and system diagnosis, engine run time, and more. The newest version of the app has been revised to be more user-friendly, with new features include an intuitive Simple Tuning slide bar for engine mapping, Traction Control tuning, lap timer, and helpful engine and suspension tuning guides.



Industry-leading suspension system

WR450F's front fork features a hand operated compression clicker for simple, toolless adjustments. Front fork and rear shock settings are optimised for enduro competition. A 10mm lower seat height than the YZ450F provides a lower centre of gravity for improved low-speed manoeuvrability.

NEW

WR250F



Yamaha has produced the best ever WR250F for 2025, a rider-friendly weapon that is lighter and slimmer with a lower centre of gravity. Now quicker through tight turns, confidence inspiring with high levels of grip at both ends, trademark linear power with longer and stronger power throughout the range. In a nutshell, this new quarter litre enduro racer is both the fastest and most fun WR250F yet.

The sweet handling and predictable nature of this high-performance machine really shines through when the trail gets technical and your short enduro ride looks like turning into a long mission. Because WRFs are developed and tested by Aussie riders for our local conditions and riding style.



Team Yamaha Blue



Powerful high performance engine

Similar to the YZ250F, the WR250F produces high levels of power across the rev range. Delivery is unique to the enduro model thanks to a new intake system and ECU settings. Other engine changes include a new camchain for reduced friction losses. The new chain is around 2mm wider to reduce surface pressure when meshing with the gears. Camchain dampers, sprockets and tensioner settings are all optimised.



Aluminium bilateral beam frame

The new bilateral beam frame has been developed with rider feedback to ensure a rigidity balance for excellent handling, turning and impact absorption. New design cylinder head mounts are specified along with new front engine mounts that are formed with two metal plates of different thickness. These parts help achieve the right chassis balance for confidence and stability on gnarly tracks.



Smartphone engine tuning

The free-of-charge Yamaha Power Tuner App brings the power of the GYTR® Power Tuner to an iOS® or Android® device, allowing owners to adjust air/fuel mixture and ignition timing, log race set-up information, and monitor a range of data such as maintenance and system diagnosis, engine run time, and more. The newest version of the app has been revised to be more user-friendly, with new features include an intuitive Simple Tuning slide bar for engine mapping, Traction Control tuning, lap timer, and helpful engine and suspension tuning guides.



Industry leading front and rear suspension

New progressive travel 300mm forks are optimised for off-road performance and contribute to a lower centre of gravity. The spring rate and damping gain model-specific settings and the compression damping adjustments can now be changed by hand.

Play fast.



WR250F

The ultimate cross
country racer.



YZ450FX

Based on Yamaha's benchmark-setting YZ450F motocrosser, the YZ450FX is the ultimate open class cross country racer. Light, compact and powerful with optimised rider ergonomics, and next-generation Yamaha Power Tuner app, it's built to dominate cross country competition straight out of the box.

Tailored toward enhanced cross country performance include a wide-ratio transmission, 7.8l fuel tank, 18-inch rear wheel, side stand, skid plate, optimised ECU and suspension settings for increased manoeuvrability in challenging off-road conditions.



Team Yamaha Blue



Class-leading suspension

World renowned suspension performance straight out of the box. High-spec fully adjustable Speed Sensitive System KYB® coil spring-type fork provides exceptional bump absorption, and features toolless compression clickers for easy adjustment while fork covers help prevent debris damage. The linkage-type rear suspension features a KYB® shock with cross-country focused damping characteristics to match the YZ450FX's refined chassis.



Adjustable engine mapping

The lightweight handlebar-mounted switchgear allows the rider to quickly select between preloaded engine maps—loaded and configured in the Power Tuner App—to adjust for changing riding conditions. Map 1 provides more responsive, quicker revving engine characteristics while Map 2 provides smoother response and slower revving characteristics for when traction is limited.



Ultra-compact high-tech 450cc engine

The YZ450FX's advanced compact four-stroke engine is higher revving and produces broad power across the entire rev range. Additionally, ECU settings are tailored to suit the specific needs of trail riding and enduro competition.



Cross country features

With the electric starting system, a 7.8L 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.

NEW

YZ250FX

The new 2025 YZ250FX features an extensive list of enhancements designed to further boost its class-leading performance and capability.

Fresh from scooping last year's US GNCC title, the YZ250FX scores a revamped chassis, updated suspension tune, and reconsidered ergonomics, the new FX is lighter, sharper and more agile, with a better handling feel.

Perfect for carving up tight cross country courses...

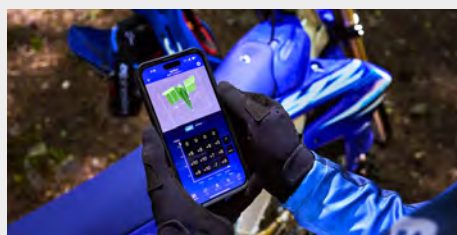


Team Yamaha Blue



Bilateral beam frame

Based on the competition-proven YZ250F, the new frame provides just the right amount of strength and flex for the perfect balance of stability and cornering performance. The redesign also includes model-specific engine mounts and lightweight subframe. The result is a better handling machine with lightweight feel and increased front wheel traction, allowing the rider to enter corners with greater confidence and more line choices.



Adjustable engine mapping

Revised Yamaha Power Tuner App is even more user-friendly with intuitive new Simple Tuning slide bar, helpful new engine and suspension tuning guides, and additional new features such as three-level selectable Traction Control System controlled through the Power Tuner App maintains ideal rear wheel traction.



Rearward slanted engine

Advanced 250cc four-stroke engine features a high-spec piston, aggressive cam profiles and forward positioned intake cylinder head layout for a broad, useable powerband. A more efficient down-draft intake path further boosts mid- to high-rpm engine performance.



Cross country features

With the electric starting system, a 7.95L fuel tank, rugged plastic skid plate, 18-inch rear wheel and XC racing tyres, the YZ250FX is ready to win right out of the box.

**Your power,
your way.**



YZ250FX

Two strokes,
one goal.



YZ250X

Based on the legendary 249cc YZ liquid-cooled reed-valve-inducted two-stroke engine, the YZ250X is focused on off-road competition featuring an 18-inch rear wheel, wide-ratio gearing - five speed in this case - standard side stand, sealed O-ring chain, reserve fuel petcock, and scraper between the fork's dust and oil seal, all adding up to exciting performance.



Team Yamaha Blue



Potent two-stroke engine

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



Control filled aluminium chassis

A carefully engineered, advanced aluminium frame and swingarm give the YZ250X the famous handling proven by the championship winning YZ250 motocross machine on tracks around the world. Tips the scales at just 104kg with all fluids – which makes it lighter than a four-stroke.



Industry-leading KYB suspension

The fully adjustable KYB 48mm forks now feature tool-free compression adjustment at the top of each fork leg. The Speed-Sensitive System uses piston speed to control the damping force for super-precise handling, superb bump absorption and 300mm of suspension travel.



Cross country features

The YZ250X is focused on off-road competition and receives an 18-inch rear wheel, wide-ratio gearing - five speed in this case - standard side stand, sealed O-ring chain, reserve fuel petcock, lightweight bar pad, headlight and scraper between the fork's dust and oil seal, all adding up to exciting performance.

YZ125X

The YZ125X is optimised for the unique demands of cross country racing. The powerful Yamaha Power Valve System (YPVS)-equipped 125cc two-stroke engine is mated to a six-speed transmission for the ultimate cross country powerplant.

The ultimate step-up to full-size off-road performance, YZ125X features include an 18-inch rear wheel, large rear sprocket, side stand, sealed O-ring chain, reserve fuel petcock, and a scraper between the fork's dust and oil seal, all adding up to exceptional off-road performance.



Team Yamaha Blue



Two-stroke power tuned for off road

The YZ125's advanced, liquid-cooled YPVS-equipped 125cc two-stroke engine provides impressive acceleration, thrilling mid- to high-rpm power, along with supreme usability.



Industry leading KYB suspension

Industry-leading, fully adjustable KYB spring-type forks now feature tool-free compression adjustment at the top of each fork leg. The 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.



Enduro ergonomics

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



Cross country features

The YZ125X comes equipped with an 18-inch rear wheel, standard side stand, sealed O-ring chain, reserve fuel petcock, lightweight bar pad, headlight and scraper between the fork's dust and oil seal, all adding up to exceptional off-road performance.

Two stroke trailblazer.



YZ125X





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 four-stroke engine delivering plenty of smooth and controllable power. An electric starter makes it easy to get moving, and the five-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



Smooth four-stroke engine

Driven by a 125cc four-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 five-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 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 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

Yamaha's leading TT-R range includes the beautifully-styled TT-R110E, which is aimed at new riders as well as those graduating from the smaller TT-R50E.

Its radical racing-blue, motocross-style bodywork has been directly inspired by our winning YZ race bikes. For easy steering and high levels of rider comfort, this good-looking youth bike features long-travel front and rear suspension.

New and experienced off-road riders will love the smooth and strong performance of the 110cc four-stroke engine, and the four-speed semi-automatic gearbox means that there is no clutch lever for riders to worry about.



Team Yamaha Blue



Four-stroke engine with semi-automatic gearbox

The TT-R110E's punchy and reliable 110cc, four-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 four-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 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 four-stroke have been inspired by our 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

The TT-R50E is a dream come true for junior.

Everything about this rider-friendly mini-bike is designed to create a fun and enjoyable experience for four to seven year olds. For simple riding, the electric-start 50cc four-stroke engine is equipped with a semi-automatic three-speed gearbox - and for added parental control the TT-R50E can only be started with the ignition key inserted.

The rugged blue bodywork has been inspired by Yamaha's winning MX bikes, and with long-travel suspension and knobby tyres, the TT-R50E is ready to provide many hours of fun for all the family.



Team Yamaha Blue



Four-stroke engine with semi-automatic gearbox

The rider-friendly, stylish little TT-R50E is equipped with an electric-start, 50cc, four-stroke engine. And equipped with a three-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 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

When it comes to kids' minibikes, Yamaha is the clear leader.

With the PW50's rider friendly design, it's easy to see why this 50cc two-stroke is a firm favourite with kids and parents. Safety features include an adjustable throttle which allows parents to limit top speed to suit the rider's skill level - and the enclosed shaft drive reduces maintenance chores. And there's no gear shifting to worry about, its zippy 50cc two-stroke engine drives through a fully automatic gearbox for simple 'twist-and-go' performance.

At just 41kg, this lightweight and compact mini-bike is the ideal way for your child to have hours of fun while developing their riding skills.



Team Yamaha Blue



Fully-automatic 50cc two-stroke engine

The PW50's lightweight 50cc two-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

With its low seat height of only 475mm 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 and compact

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.



Mistral Grey



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

Chase the next horizon.



Ténéré 700

When you're riding the Ténéré 700, you are riding a legend. It's built tough.

From the new adjustable suspension to the carefully considered riding position and electronic aids you can switch off when required, it's a motorcycle capable of taking on any terrain you throw at it.

Lighter than the competition and with an engine tuned for torque, this go-everywhere, do-anything motorcycle embodies the very spirit of life on two-wheels and the sense of adventure within us all.



Icon Blue



Frozen Titanium



Sky Blue



Advanced twin-cylinder engine

Yamaha's critically acclaimed 690cc parallel-twin engine sees the adoption of the YCC-T (Yamaha Chip Controlled Throttle) which in turn facilitates switchable throttle maps for the first time on the CP2 platform, giving riders the option of two selectable maps with different characteristics.



Premium dashboard

Vertically stacked in a design inspired by rally raid roadbooks, the 6.3in colour screen offers simple smartphone connectivity to unlock a host of features including the seamless integration of phone calls and messages, as well as music and turn-by-turn navigation through the MyRide app. These features can be controlled using the left-hand switchgear, meaning the rider is able to take control without having to stop or even take their hands off the handlebars.



Long travel upside-down forks

The new race-developed inverted forks are designed to take on even the most hostile terrain, and are now fully adjustable with 15mm of preload easily accessed through the adjuster on top of each fork leg. Compression and rebound damping characteristics can be fine-tuned by turning screws at either end of the forks, as per the existing model.



Switchable ABS and TCS

Giving the Ténéré 700 rider ultimate control in an off-road environment, the traction control and ABS systems may be switched off to hand over manual control on loose surfaces. The TCS has two settings, on and off, and can be deselected via the menu on the TFT dashboard, while a large button at the side of the dash can be used to control the ABS settings.

AGRICULTURE



**Downunder's
workhorse.**



AG200

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

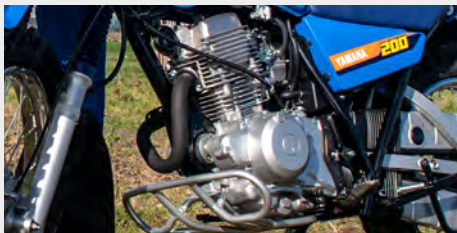
An AG bike has got to be tough, reliable, functional and great value, and since the AG200 is the only bike in its class built from the ground up for farm use - only the AG200 nails the role.

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

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



AG Blue



Bullet proof engine

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



Dual racks

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



All day comfort

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



Clutch lock

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

AG125

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

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



AG Blue



Bullet proof engine

The AG125 is powered by a 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.

Aussie farm favourite.



AG125



Images show optional accessories fitted.

**SPORT
ATV**

Raptor 700 SE

Once you've ridden the Raptor 700 SE 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 four-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.



Acid Green



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.



Acid Green



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 four-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**



**Little bear,
big performance.**



Grizzly 110

The Grizzly 110 is built to bring maximum fun for young ATV riders ages 10 and up. Featuring a new, larger displacement 112cc engine with advanced fuel injection tuned to deliver excellent low- to mid-range performance, while the fully automatic CVT transmission with reverse and gated shifter all come standard.

With convenient features like electric-start, a large comfortable seat, front/rear racks and aggressive styling, the Grizzly 110 is the perfect machine for riders who want to maximise fun with family and friends.



Grey Metallic Red



Steel Blue



112cc powerplant

The Grizzly 110's four-stroke SOHC 110cc 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 110 in tight spots.



Upright ergonomics

The Grizzly 110 features a tall handlebar and optimised seat-to-peg distance to give riders a comfortable, upright riding position for excellent control, feel and great trail visibility.

Raptor 110

The Raptor 110 is built to bring maximum fun to ATV riders ages 10 and up. A new fuel-injected 112cc air-cooled SOHC 4-stroke engine is tuned to develop excellent low- to mid-range performance. A fully automatic CVT transmission with reverse, a gated shifter, and electric start all come standard.

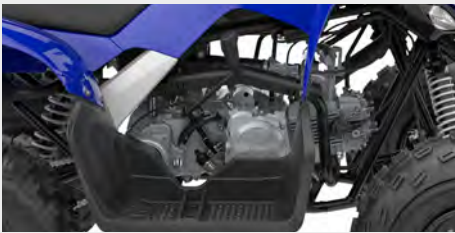
Designed based on the top-selling Raptor 700R, this entry-level ATV brings Yamaha's Proven Off-Road sport ATV performance, legacy, and quality to new riders as they develop their skills and embrace their passion for motorsports.



Teal



Team Yamaha Blue



Sporty 112cc engine

The new fuel-injected 112cc 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.



Scaled down not scaled back

Compact A-arm front suspension is tuned for light, sporty steering and comfortable ride quality, with preload-adjustable shocks offering 127mm of wheel travel and adding to the Raptor 110's full-size ATV look. The rear swingarm also features a 5-way preload adjustable shock, offering 145mm of wheel travel.



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

An advanced frame design incorporates a large 6.7 litre fuel tank, plush seat and roomy integrated floorboards on an optimised wheelbase.

Calling new riders.



Raptor 110

First time rider,
lifelong memories.



YFZ50

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

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

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



Cyan



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.

Specifications

| | YZ450F / Monster Energy Racing Edition | YZ250F / Monster Energy Racing Edition | YZ250 / Monster Energy Racing Edition | YZ125 / Monster Energy Racing Edition |
|---|---|---|--|--|
| Engine | | | | |
| Engine type | 4-valves, 4-stroke, liquid-cooled, DOHC, rear ward slanting single cylinder | 4-valves, 4-stroke, liquid-cooled, DOHC, rear ward slanting single cylinder | Reed valve with YPVS, 2-stroke, liquid-cooled, single cylinder | Reed valve with YPVS, 2-stroke, liquid-cooled forward-inclined single cylinder |
| Displacement | 450cc | 250cc | 249cc | 125cc |
| Bore x stroke | 97.0 × 60.8mm | 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 | 312mm | 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 Dunlop Geomax MX33F | 80/100-21 Dunlop Geomax MX33F | 80/100-21 Bridgestone Battlecross X20F |
| Rear tyre | 120/80-19 Dunlop Geomax MX33 | 110/90-19 Dunlop Geomax MX33 | 110/90-19 Dunlop Geomax MX33 | 100/90-19 Bridgestone Battlecross X20 |
| Dimensions | | | | |
| Overall length | 2180mm | 2180mm | 2185mm | 2135mm |
| Overall width | 825mm | 825mm | 825mm | 825mm |
| Overall height | 1275mm | 1275mm | 1290mm | 1295mm |
| Seat height | 965mm | 970mm | 975mm | 975mm |
| Wheel base | 1480mm | 1475mm | 1485mm | 1440mm |
| Minimum ground clearance | 350mm | 350mm | 360mm | 365mm |
| Wet weight (including full oil and fuel tank) | 109kg | 105kg | 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 | Dry 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 | Telescopic fork | Telescopic fork |
| Front travel | 275mm | 215mm | 300mm | 300mm |
| Rear suspension system | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link suspension) |
| Rear Travel | 282mm / LW: 287mm | 270mm | 306mm | 306mm |
| 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, Ø240mm | Hydraulic single disc, Ø245mm |
| Front tyre | 70/100-17 / LW: 70/100-19 Dunlop Geomax MX3SF | 60/100-14 Maxxis Maxxcross SI | 90/90-21 Dunlop Geomax EN91 | 90/90-21 54R Dunlop EN91F |
| Rear tyre | 90/100-14 / LW: 90/100-16 Dunlop Geomax MX3S | 80/100-12 Maxxis Maxxcross SI | 140/80-18 Dunlop Geomax EN91 | 140/80-18 70R Dunlop EN91 |
| Dimensions | | | | |
| Overall length | 1820mm / LW: 1895mm | 1615mm | 2170mm | 2170mm |
| Overall width | 760mm / LW: 760mm | 760mm | 825mm | 825mm |
| Overall height | 1135mm / LW: 1175mm | 1000mm | 1265mm | 1265mm |
| Seat height | 840mm / LW: 885mm | 755mm | 955mm | 955mm |
| Wheel base | 1255mm / LW: 1285mm | 1140mm | 1470mm | 1470mm |
| Minimum ground clearance | 320mm / LW: 360mm | 265mm | 330mm | 330mm |
| Wet weight (including full oil and fuel tank) | 73kg / LW: 75kg | 61kg | 117kg | 113kg |
| Fuel tank capacity | 5.0L | 3.5L | 7.4L | 7.4L |

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 | 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 | 300mm | 300mm | 300mm | 300mm |
| Rear suspension system | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link suspension) |
| Rear Travel | 306mm | 305mm | 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 51M Tube type | 80/100-21 Dunlop Geomax MX33F | 90/90-21 54M Tube type | 80/100-21 Dunlop Geomax MX33F |
| Rear tyre | 120/90-18 65M Tube type | 110/100-18 Dunlop Geomax MX33 | 110/100-18 64M Tube type | 110/100-18 Dunlop Geomax MX33 |
| Dimensions | | | | |
| Overall length | 2170mm | 2170mm | 2180mm | 2155mm |
| Overall width | 825mm | 825mm | 825mm | 825mm |
| Overall height | 1265mm | 1265mm | 1285mm | 1290mm |
| Seat height | 955mm | 955mm | 970mm | 970mm |
| Wheel base | 1470mm | 1470mm | 1480mm | 1455mm |
| Minimum ground clearance | 330mm | 330mm | 355mm | 355mm |
| Wet weight (including full oil and fuel tank) | 114kg | 110kg | 104kg | 96kg |
| Fuel tank capacity | 7.8L | 7.9L | 7.0L | 7.0L |

| | 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 and kick | 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 | 240mm | 180mm | 115mm | 96mm |
| Rear suspension system | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm | Swingarm |
| Rear Travel | 220mm | 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 | 2370mm |
| Overall width | 610mm | 980mm | 905mm | 935mm |
| Overall height | 705mm | 1410/1470mm | 1490mm | 1455mm |
| Seat height | 475mm | 845/870mm | 890mm | 875mm |
| Wheel base | 855mm | 1540mm | 1595mm | 1595mm |
| Minimum ground clearance | 95mm | 190mm | 250mm | 240mm |
| Wet weight (including full oil and fuel tank) | 41kg | 265kg | 220kg | 208kg |
| 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 110 | Raptor 110 | 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 | 112cc | 112cc | 49.4cc |
| Bore x stroke | 52.4 x 51.8mm | 52.4 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 | Fuel Injection | Fuel Injection | VM12 x 1 |
| Clutch type | | | Dry, centrifugal |
| Ignition system | TCI | TCI | CDI |
| Starter system | Electric | Electric | 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 | 127mm | 127mm | 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 | AT19 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 | 1562mm | 1485mm | 1250mm |
| Overall width | 1030mm | 1020mm | 820mm |
| Overall height | 1005mm | 991mm | 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) | 143kg | 130.4kg | 100kg |
| Fuel tank capacity | 6.8L | 6.8L | 5.8L |



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Accessories.**





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 **YAMAHA**
GENUINE
Parts & Accessories



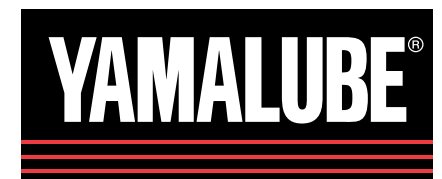


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2025 ROAD



RACING IS OUR DNA

Racing has been in Yamaha's DNA since the very first motorcycle rolled off the line. The Red Dragonfly went on to win and cement a legacy that continues to inspire our engineers to this day.

The Supersport range, for example, brings mind-bending performance, headlined by the incredible YZF-R1M 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 YZF-R15M runs many of the features and all the style of its bigger capacity brothers.

And now, all new for 2025 comes the YZF-R9 - the ideal bike to step up from the smaller capacity R-Family models. A true all-rounder with 50/50 road and track capability, the factory pushed for this model to compete in the 2025 World Supersport Championship. Because we know that racing sells and track developments can be fed to showroom models.

This year Jonathan Nahlous was crowned Australian Supersport Champion on his YZF-R6 - a model that remains

super competitive in its class and still sold as a track-only model. Mike Jones finished runner up in the Superbike class on the YZF-R1 - which now features MotoGP inspired winglets for 2025. Another example of technology filtering down from the racetrack.

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, high economy engine, you know where these key advantages came from - Yamaha race teams fuelled by 70 years of DNA.





**SUPER
SPORT**

NEW

YZF-R1M

Yamaha's highest specification and most exclusive supersport model, the YZF-R1M immediately sets itself apart with a distinctive colour scheme, polished aluminium swingarm and striking full carbon fibre bodywork, which seamlessly integrates with the new carbon fibre winglets for an aggressive, track-focused look. An engraved, serial numbered badge further highlights its exclusivity.

Along with the same advanced performance provided by the powerful 998cc CP4 crossplane engine, comprehensive electronics suite and lightweight aluminium Deltabox frame found on the standard R1, capability is pushed to an even higher level on the R1M with the addition of its sophisticated Öhlins Electronic Racing Suspension. The ERS simplifies suspension tuning by providing streamlined dynamic tuning modes for both street and track, as well as manual modes for more conventional suspension tuning.

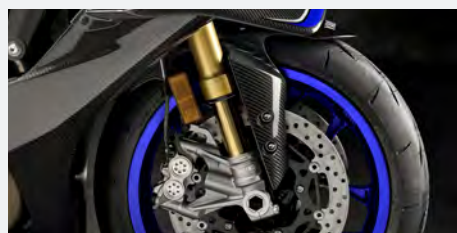


Carbon Fibre



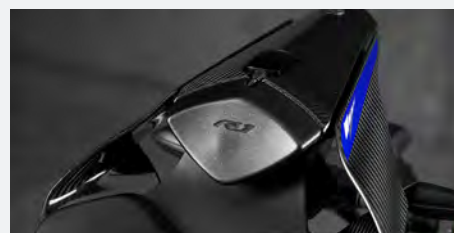
998cc crossplane engine

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

Created to represent the pinnacle of sportbike performance, Yamaha's iconic R1 returns for 2025 with the same explosive 998cc CP4 crossplane engine, comprehensive electronics suite and renowned handling character. Yamaha continues to use knowledge gained from high-level competition to offer some of the most advanced and capable supersport models in the industry.

The latest model features new lightweight Brembo Stylema monobloc front brake calipers paired with a new Brembo master cylinder to offer outstanding braking power and exceptional feel. There is also a fully redesigned KYB front fork offering excellent response, road feel and chassis performance.

New carbon fibre winglets not only add to the R1's sleek, aerodynamic look, they create additional downforce for enhanced front-end feel when braking or cornering. And a new rider and passenger seat cover texture balances both grip and ease of movement for a better sense of control and connection to the machine.



Matt Black



Team Yamaha Blue



998cc crossplane engine

Developed using M1 MotoGP technology, the 998cc engine features Bosch injectors that deliver a wide spray angle for increased efficiency. Specially designed finger-follower rocker arms and cam lobes give outstanding high rpm performance – and this EU5 crossplane engine also features a high efficiency lubrication system for optimum performance.



Enhanced KYB forks

A new KYB front fork is fully redesigned offering excellent response, road feel and front-end performance. Individual adjusters on the right and left fork tubes offer a full range of adjustability including preload, high- and low-speed compression and rebound adjustments for precise damping control.



Aerodynamic winglets

Developed through extensive simulator and on-track testing, new MotoGP-inspired carbon fibre winglets create additional downforce for exceptional chassis stability and added front-end feel when braking or cornering.



Brembo brakes

The YZF-R1 features new radial-mounted Brembo Stylema monobloc front calipers riding on big 320mm rotors for excellent stopping power, supported by a 220mm rear disc with a compact floating caliper. High-quality braided stainless steel front lines, high-friction pad compound and new Brembo master cylinder complete the package, providing exceptional control and feel.

ALL-NEW

YZF-R9

The new 2025 YZF-R9 was conceived to redefine the supersport class by combining track-capable performance with street bike accessibility through a broad, smooth power delivery, light handling, street-friendly ergonomics and a complete package of advanced rider aids. A machine as at home on a race circuit in the hands of a seasoned track rider as it is exploring twisty roads or urban streets in the hands of a dedicated road rider.

Based on Yamaha's renowned CP3 powerplant, the new 2025 YZF-R9 boasts a dedicated supersport chassis and comprehensive electronics suite, wrapped in striking next-generation R-series styling.



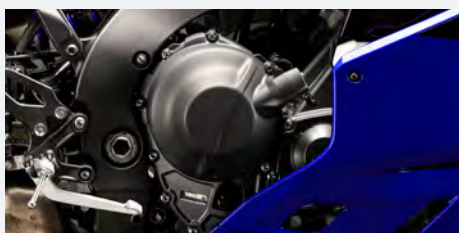
Matt Black



Intensity White / Redline



Team Yamaha Blue



Powerful CP3 engine

The heart and soul of the new YZF-R9 is its characterful 890cc liquid-cooled three-cylinder powerplant, which receives a unique ECU tune and optimised gear ratio to provide thrilling supersport power with a broader, torquey street-friendly engine character. A carefully tuned airbox amplifies induction sound which combines with the CP3's distinctive crossplane triple exhaust note to provide an aural resonance which further heightens the thrill of acceleration.



Brembo brakes

Premium Brembo® Stylema monoblock front brake calipers combine with a Brembo® radial master cylinder, large 320mm dual front discs, stainless steel brake lines and aggressive pad compounds to offer supersport-level braking performance with exceptional power and feel.



Advanced aerodynamics

The new YZF-R9 includes MotoGP®-inspired functional winglets which add downforce for a stable, planted front-end feel while keeping drag to a bare minimum. In fact, the ultra-sleek new R-series design yields the most aerodynamic Yamaha model ever offered. A dedicated supersport riding position is optimised to achieve excellent handling and a strong sense of unity with the machine while still offering a short reach to the clip-ons, ample leg room and low seat height for more comfort in a variety of riding scenarios.



New generation TFT display

The YZF-R9 receives Yamaha's latest generation full-colour five-inch TFT display providing a wide range of vehicle data. The rider can select their display preference between four separate street themes or a dedicated track theme. Display themes, vehicle data, connectivity functions and the YZF-R9's electronic suite are navigated through Yamaha's latest integrated handlebar switches.

**A new generation of
supersport.**



YZF-R9

Where R/World
meets yours.



YZF-R7



The YZF-R7 bridges the gap between the entry-level YZF-R3 and the prestigious YZF-R9, offering a mid-level option for both new riders looking to grow into a more powerful motorcycle, as well as experienced riders seeking a fully-faired motorcycle with supersport performance that fits within their budget. With a unique package of performance, price and sporty styling, the R7 is true to its R-Series DNA and the lineup's aspirational history of racing success.

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 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.



Matt Black



Team Yamaha Blue



Torque CP2 engine

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



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.

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.

R/World Only.



YZF-R6 RACE

R/World is calling.



YZF-R3

Yamaha's celebrated entry into R World, the learner approved YZF-R3 is powered by a high-revving 321cc engine with an emphasis on lightweight, nimble handling and real-world practicality.

A perfect choice for everyone from first-time riders to experienced track day enthusiasts, the R3 strikes the right balance of thrilling supersport performance and everyday comfort in a fun, sporty package that shows off its distinctive R-series pedigree from every angle.



Matt Black



Lunar White / Nebular Blue



Team Yamaha 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.



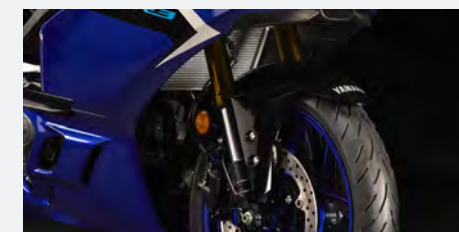
New assist & slipper clutch

A first for the YZF-R3, the new assist & slipper clutch uses an assist cam and slipper cam to help inhibit excessive engine braking for a smooth, easy-to-handle feeling during downshifts while also reducing the amount of force required to pull the clutch lever increasing wrist comfort.



Smartphone connectivity

The 2025 YZF-R3 now features Yamaha Motorcycle Connect (Y-Connect) smartphone connectivity which works in conjunction with the free-of-charge Y-Connect app (available for iOS and Android) to enable a direct connection between motorcycle and smartphone.



Inverted front forks

The YZF-R3 features an inverted fork with optimised spring and damping settings, significantly improving fork rigidity, front-end feedback and control. The design also includes a YZR-M1-inspired top clamp for authentic Supersport style.



NEW

YZF-R3

YZF-R15M



Born from Yamaha's racing DNA, the 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 the TFT instrument cluster screen, while diagnostic information, parking location and other features can be viewed on the smartphone app.

Enter R/World.



YZF-R15M



SHARING THE LOVE

When people think about Yamaha road bikes, the R-Family range of Supersports models is always top of mind. Maybe it's because they are the headline-grabbing attention seekers of the road range. Or perhaps it's the array of new technology that is introduced on these models straight from the racetrack...

Either way, there focus on R-Family is clear for 2025 with the new YZF-R9 leading the way and destined to attract a new generation of fast road and circuit riders. But there are also changes to YZF-R3 and YZF-R1/M too. Racetrack technologies such as the six-axis IMU fitted to the R1 are now finding their way into different category road models like the top-of-the-

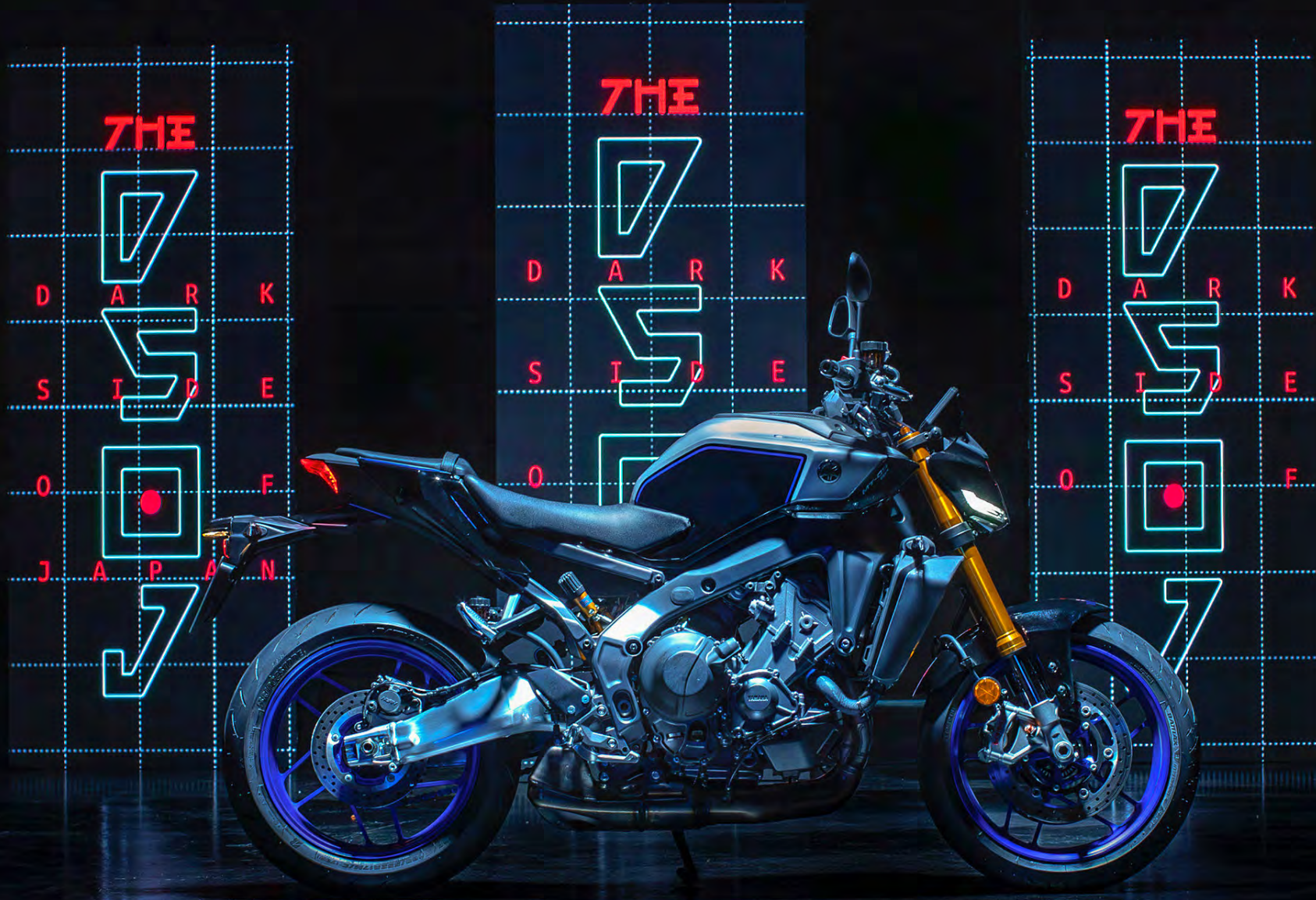
range sports tourer Tracer 9 GT+. Now long distance comfort seekers can also benefit from the adjustment and control of their bike's wheelie, slide, brake, traction functions and more. Add in power mapping and semi-active suspension and you can see how supersports tech is sharing the love across our road range.

The tech doesn't stop there either because adaptive cruise control is now joined by a smart headlight and collision warning system to boost the Tracer 9 GT+ model's title of most technologically advanced Yamaha ever.

The aggressive Hyper Naked range is headlined by the MT-10SP - the beast that can be tamed, thanks to a comprehensive electronic control suite. And new in the lineup is the MT-07. This model gets a comprehensive refresh with changes to chassis, wheels, suspension, brakes and riding position. In fact about the only thing retained is that torque rich power delivery from the full power HO and 655cc LA 270-degree twin.

It doesn't matter whether you choose a sports bike, a tourer or even a scooter - like our revised for 2025 TMAX Tech MAX - each Yamaha road bike has shared some love from the track developed R-Family range...

**MAXIMUM
TORQUE**



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Speed of darkness.



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.

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.



Icon Blue



Tech Black



Ice 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.

The darkest energy.



MT-10

Master of darkness.



MT-09SP

Experience the exhilarating torque of the 890cc CP3 engine like never before, with enhanced track-focused rider modes customisable to suit different circuits or conditions. The SP-exclusive DLC-coated 41mm KYB gold front forks are paired with the fully adjustable Öhlins rear shock for the most refined Hyper Naked riding experience yet.

Reach the next level in braking performance with Brembo Stylema calipers, offering a more precise braking feeling from the first touch of the lever. The exclusive R1M inspired look and premium features including a brushed aluminium swingarm, exemplify the SP quality, while the Smart Key System marks a step in technology for the Hyper Naked range.



Icon Performance



890cc CP3 engine

The remarkable, liquid-cooled, three-cylinder engine is light and powerful, offering high torque at low rpm. The acoustic harmony which results from a combination of the induction sound and exhaust note gives the CP3 its recognisable roar, which heightens the feeling of acceleration. The fuel injectors give increased efficiency, while optimised gear ratios and a refined A&S (assist and slipper) clutch match the high output of the engine.



5in TFT display with connectivity

Full colour 5-inch TFT instruments provide an option of five different themes, including the SP-specific TRACK theme, to suit your individual requirements and riding situation, which you can scroll through using the all-new handlebar switches. You can also link your smartphone to the new TFT screen via the Y-Connect app to receive message notifications, calls and listen to music[^]. Full map navigation is also available through the free Garmin StreetCross app to make each journey easier.

[^]Requires Bluetooth connected headset linked to the MT-09SP. Headset not included.



Fully adjustable suspension

SP-exclusive premium suspension brings Supersport-level handling and precision to the Hyper Naked class. The 41mm DLC coated KYB forks and Öhlins rear shock feature a higher spring rate offering outstanding stability during more spirited, sporty riding. You can fine tune their set-up to suit a variety of different riding situations with the forks fully adjustable for preload, re-bounce and compression damping, while the Öhlins shock is equipped with a remote preload adjuster to enable quick and easy changes.



Brembo calipers

Brembo monoblock Stylema[®] calipers refine braking performance with the very latest technology. The calipers feature a slimmer piston and brake pad area, compared to conventional calipers, as well as being lighter, more rigid and offering enhanced control in braking input. In addition, large diameter pistons are adopted for increased braking forces allowing you to experience the next level in braking performance.

* 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.

MT-09

Infused with Dark Side of Japan DNA, the MT-09's aggressive look is designed to amplify the feeling of the CP3's iconic torque-rich acceleration. Embodying a 'less is more' approach, each and every detail is intended to reinforce the MT-09's aggressive style.

A compact and agile chassis results in razor sharp handling, while a redefined riding position delivers the most heightened and engaged riding experience in the Hyper Naked range. Next level technology further enhances the riding experience, including lean-sensitive rider aids, customisable riding modes and a full colour TFT dashboard featuring smartphone connectivity and navigation.



Icon Blue



Tech Black



Ice Storm



890cc CP3 engine

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5in TFT display with connectivity

Full colour 5-inch TFT instruments provide an option of four different themes to suit your individual requirements and riding situation, which you can scroll through using the handlebar switches. You can also link your smartphone to the TFT screen via the free Y-Connect app to receive message notifications, calls and listen to music[^]. Full map navigation is also available through the free Garmin StreetCross app* to make each journey easier.



Acoustic amplifier grilles

The grin-inducing roar of the MT-09 is one of its most defining characteristics, evoking a sense of pure adrenaline with every twist of the throttle. The MT-09 features specifically designed air-intake ducts which accentuate the high frequency sounds, which are then emphasised, especially at higher speed, by an acoustic amplifier grille on top of the fuel tank, delivering the CP3's vibrant note directly to you.



Third gen Quick Shift System

For ultimate acceleration the MT-09 gets a Quick Shift System (QSS) that ensures seamless and clutchless full-throttle upshifts and smooth downshifts. Together with the A&S clutch, this electronic aid transforms the riding experience and enables the rider to optimise the increased torque levels for more thrilling acceleration as well as higher levels of chassis stability and control when downshifting.

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**Unleash your
darkness.**



MT-09

**Unleash your
darkness.**



MT-09 Y-AMT

Over the last decade, the MT-09 has cemented its status as a Yamaha icon and now, there is a whole new dimension to the Dark Side of Japan. All the qualities which make the MT-09 a leader in its class have been elevated to the next level with the introduction of Y-AMT. Feel more at one with the MT-09 than ever before, focus on the adrenalin-inducing acceleration and super-precise handling with gear changes distilled to a sporty and slick finger-operated shift (MT) or fully automatic transmission (AT).

MT offers quicker and more consistent, clutchless gear changes at your fingertips via an intuitive and tactile see-saw switch, enabling the MT-09's true performance to be unleashed at its full sporty potential. While AT offers simplified shifting with a fully automatic transmission with two options to suit different riding scenarios.



Icon Blue



Tech Black



Ice Storm



890cc CP3 engine

The remarkable, liquid-cooled, three-cylinder engine is light and powerful, offering high torque at low rpm. The acoustic harmony which results from a combination of the induction sound and exhaust note gives the CP3 its recognisable roar, which heightens the feeling of acceleration. The fuel injectors give increased efficiency, while optimised gear ratios and a refined A&S (assist and slipper) clutch match the high output of the engine.



5in TFT display with connectivity

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Yamaha Automated Manual Transmission

Enter a new dimension to the Dark Side of Japan with the Manual Transmission (MT) setting, with slick and sporty finger-operated shifts at the touch of a see-saw lever on the left handlebar. The speed and precision of each shift is more consistent than when using even the latest quickshifter, enhancing the excitement and adrenalin in the sportiest of riding conditions.

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NEW

MT-07

Born from the Dark Side of Japan, the MT-07 delivers one of the purest and most thrilling riding experiences you can buy. Famed for its light weight, agile handling and torque-laden CP2 engine, the edgy and aggressive MT-07 is now punchier than ever, featuring a new look, chassis updates and technologies to further enhance the experience and take this revolutionary motorcycle to the next level.

The latest MT-07 features the highest spec yet, including radially mounted front brake calipers, 41mm inverted forks and lightweight SpinForged wheels. This contributes to a motorcycle with heightened levels of agility, while the innovative acoustic amplifying technology optimises the intake noise and unleashes the famous CP2 growl for the most engaging and immersive ride yet.

MT-07 is available in LAMs approved 655cc and full power 689cc variants.



Icon Blue



Tech Black



Ice Storm

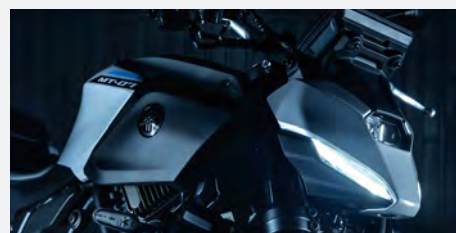


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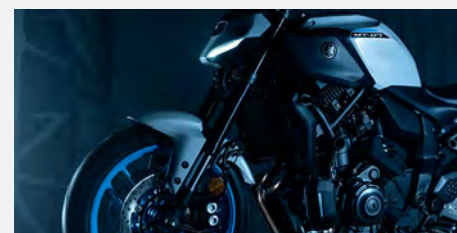
Twin-cylinder CP2 engine

The jewel in the MT-07's crown, the soulful parallel-twin has been developed using Yamaha's crossplane crankshaft technology. Always known for its engaging response and linear torque delivery, internal upgrades to the latest MT-07 gives it even more accessible performance, improved torque, a vibrant soundtrack and a refined gear change.



All-new minimalist styling

MT-07 gets a new stripped back look with a distinctive 'face' from the minimalist LED headlight unit, straight from the Dark Side of Japan. With engineering and styling in perfect harmony, nothing is added to the MT-07 unless it truly enhances the riding experience. The result is a motorcycle which connects to its rider in a way few others can match.



Highly responsive suspension

New 41mm 'upside down' forks offer high levels of control and an intuitive level of connection with the front tyre, all while giving a modern look to the MT-07. The highly responsive forks are matched to a linked-type rear shock absorber, which is adjustable for both preload and rebound damping, creating a sporting ride every time.



TFT and smartphone connectivity

The MT-07's 5in TFT instruments come with multiple themes and smartphone connectivity via the free MyRide app, so you can now listen to music, as well as view incoming call and message notifications on the dashboard. Full map and turn-by-turn navigation is also available through the free Garmin StreetCross app, all of which can be controlled through the new switchgear.

Find your darkness.



MT-07

Find your darkness.



MT-07 Y-AMT

Born from the Dark Side of Japan, the MT-07 delivers one of the purest and most thrilling riding experiences you can buy. Famed for its light weight, agile handling and torque-laden CP2 engine, the edgy and aggressive MT-07 is now punchier than ever, featuring a new look, chassis updates, cruise control and Yamaha Automated Manual Transmission (Y-AMT) to further enhance the experience and take this revolutionary motorcycle to the next level.

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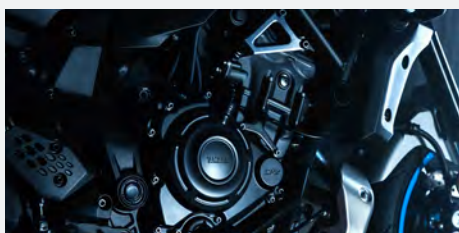
Icon Blue



Tech Black



Ice Storm



Twin-cylinder CP2 engine

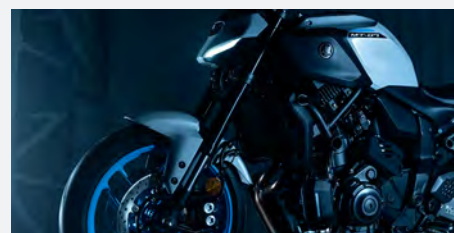
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Y-AMT and cruise control*

Revolutionising the way we ride, Yamaha Automated Manual Transmission (Y-AMT) creates a whole new riding experience. Choose between manual shifting via a finger-operated see-saw switch, or opt for a fully automatic transmission when you need. Y-AMT works in perfect harmony with Yamaha Ride Control (YRC)'s electronic features, while cruise control further reduces effort for relaxed highway riding.

*Cruise control only available on the MT-07 Y-AMT



Highly responsive suspension

New 41mm 'upside down' forks offer high levels of control and an intuitive level of connection with the front tyre, all while giving a modern look to the MT-07. The highly responsive forks are matched to a linked-type rear shock absorber, which is adjustable for both preload and rebound damping, creating a sporting ride every time.



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MT-03

Inspired by Yamaha's larger Hyper Naked, the MT-03's aggressive look comes straight from the Dark Side of Japan. Its predatory twin-eye face projects the moodiest stare, while 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. You'll want to get out and ride whenever you can. Because this bike just loves to be ridden.



Icon Blue



Midnight Black



Ice Storm



321cc parallel twin

Unleash your darkness with the MT-03's 320cc liquid-cooled 2-cylinder engine, equipped with lightweight forged pistons with carburised con rods that deliver thrilling torque-rich performance. The light-feeling clutch makes the MT-03 even more fun when carving through the city, and an advanced fuel injection system ensures instant throttle response.



Agile and lightweight

The compact diamond-type tubular frame combines low weight with immense strength, to give you sharp handling and easy manoeuvrability when it comes to slicing through the traffic. Plus, with its upside-down forks and optimal rear shock settings, the MT-03 is ready to take over the city and get your adrenaline flowing!



Upside-down front forks

Every Hyper Naked offers incredible levels of handling to master the thrilling amounts of torque on tap, and the MT-03 features a serious 'big-bike' specification including upside-down front forks. Equipped with 37mm tubes and a cast aluminium upper triple clamp, the front end reinforces the bike's high specification to deliver a confident and smooth ride.



LCD display with connectivity

To match this Hyper Naked's radical looks, the MT-03 features a stylish LCD meter that provides easy-to-absorb information. The latest model also comes with smartphone connectivity via the MyRide app, so you can be notified about incoming calls and messages.

Dark blast.



MT-03



Image shows models fitted with optional accessories

SPORT HERITAGE

XSR900 GP

With a look reminiscent of the YZR500 ridden to victory by iconic Yamaha racers in the '80s and '90s, the XSR900 GP is a celebration of Yamaha's racing pedigree like never seen before. The YZR Grand Prix racer inspired front fairing and seat hump evoke memories of the Golden Era of Grand Prix racing – a true tribute to some of the most iconic race bikes of Yamaha's past.

Don't be fooled by the heritage style – underneath the bodywork lies the latest in cutting-edge, Yamaha technology resulting in a truly capable machine that thrills with each twist of the throttle. The latest in braking and suspension components enhance the ride, while integrated riding modes and an extensive electronics package raise the bar even further.



Power Grey



Legend Red



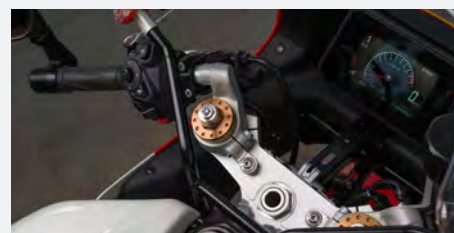
High torque 889cc 3-cylinder

The high torque 890cc CP3 engine combined with the light and agile Deltabox chassis is perfect for the sportier riding position of the XSR900 GP. The acoustic harmony of the triple cylinder roar heightens the feeling of acceleration with every twist of the throttle, offering the sportiest riding experience of the CP3 range.



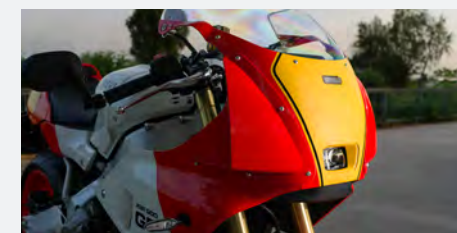
TFT with connectivity

A five-inch full colour TFT display is housed in the retro-styled cockpit. You can choose from four display themes to suit a range of riding experiences, including an analogue-style tachometer, inspired by race bikes of yesteryear. For an enriched riding experience, smartphone connectivity comes as standard on the XSR900 GP, ensuring you can stay connected while riding by linking their smart phone with their machine via the Y-Connect app.



Clip-on handlebars

To offer the sporty riding style to suit its race-inspired aesthetic, the XSR900 GP has riser clip on handlebars fixed above the top yoke. This moves the rider further forward on the machine, increasing the load on the front to offer the more precise feeling expected from a race-style machine, but with enough comfort for road riding.



Grand Prix racer design

The XSR900 GP features an upper cowling reminiscent of the 1980s 'Golden Era' of Grand Prix racing. The cowling, combined with separate knuckle guards not only give off vibes of the YZR500, but the added aerodynamic effect increases top speed and acceleration. A colour-matched seat cover on the passenger seat completes the racer look with a boxy 1980s style rear end.

Born iconic.



XSR900 GP

Legend reborn.



XSR900

Don't be fooled by the timeless good looks of the XSR900, because underneath that 80's race bike look there's some serious high-performance technology. Not only does it come with the smooth 890cc 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 (revised linkage for more progressive action).

This is the kind of motorcycle that you can enjoy in almost any kind of situation. Its easy ergonomics are specially designed to give you an open and adaptable riding position that makes every ride more enjoyable.

From narrow twisty backroads through to fast open corners or relaxed cruising through town, the XSR900 is ready for anything.



Midnight Black

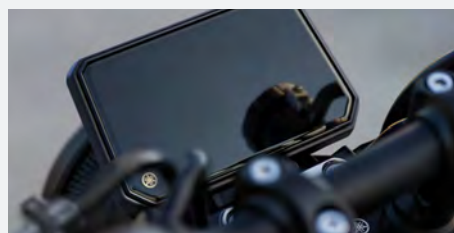


Legend Red



High torque 890cc 3-cylinder

Yamaha's 890cc 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 adrenaline 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.



5in TFT display with connectivity

The XSR900 is equipped with a new five-inch full colour TFT display. You can choose from four display themes to suit a range of riding experiences. For an enriched riding experience, smartphone connectivity comes as standard on the XSR900, ensuring you can stay connected while riding by linking their smartphone with their machine via the MyRide app.



Full LED lighting

The XSR900 features full LED lighting with a split projector and half round position lamp, styled in a round retro-effect headlamp. The hidden taillight has a smoked appearance that enhances the bike's pure and timeless looks – while compact and bright LED flashers complete lighting package.



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.

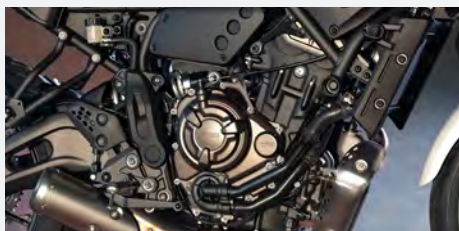
This 655cc model is unique to Australia with power delivery specially maximised for our LAMs market. The 270-degree crank gives a strong feeling of acceleration and great traction, and the deep linear torque ensures outstanding performance. Wave disc brakes with ABS as standard and a lightweight digital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



Historic Blue



Historic 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

Connected roads.



Tracer 9 GT+

The new Tracer 9 GT+ takes a clear step towards the future as the top range sports tourer sees a host of updates for 2025.

Powered by the thrilling 890cc CP3 three-cylinder engine, the new model showcases Yamaha's innovative Y-AMT (Yamaha Automatic Manual Transmission) and cutting edge adaptive technologies including electronic suspension, adaptive cruise control and a world first Matrix LED headlight – specifications far beyond the category norm.



Cobalt Blue



890cc CP3 engine

Famous for its high-torque characteristics and incredible midrange acceleration, the latest specification version of the 890cc three-cylinder motor delivers a peak power output of 119ps at 10,000rpm, with 93Nm of torque at 7000rpm. With optimised gear ratios and a distinctive growl from the twin exhaust system and tuned intake, the TRACER 9 provides an addictive ride which puts a grin on the rider's face every time they open the throttle.



7in full colour TFT meter

Riders can link their smartphone to the Tracer 9 GT+, which integrates seamlessly with the display and switchgear using Yamaha's free MyRide app. The connection can be made via USB, Wi-Fi or Bluetooth®, and once connected the rider can view information on incoming calls, emails and messages, while both riders and passengers can also listen to music and respond to calls with a Bluetooth®-connected headset (not supplied).



Adaptive Cruise Control

Tracer 9 GT+ is the first Yamaha to be equipped with Adaptive Cruise Control (ACC). With four adjustable different distance settings, this advanced system offers all the advantages of cruise control together with the ability to automatically maintain a fixed distance from the vehicle ahead.



Matrix LED headlight

Comprising of a matrix of multiple low and high beam LEDs linked to a camera which is integrated into the upper part of the headlamp assembly, the technology automatically detects surrounding traffic, natural light sources and weather conditions. Taking this information on board, it dynamically adjusts brightness and light distribution to provide optimal illumination at all times.

NEW

Tracer 9 GT

Yamaha's sporting heritage runs throughout the Tracer 9 GT, with the Deltabox frame and fully adjustable electronic suspension combining to create a motorcycle without compromise when you want to push hard on your favourite road.

With its integrated riding modes and six-axis IMU controlled lean-sensitive rider aids, the Tracer 9 GT brings new levels of sophistication to the middleweight sports touring category. Yamaha's third-generation quickshifter comes equipped as standard, allowing riders to effortlessly access the CP3 engine's meaty mid-range.

Putting the 'Grand' into Grand Touring, the Yamaha Tracer 9 GT takes middleweight sport touring to a new level.



Tech Black



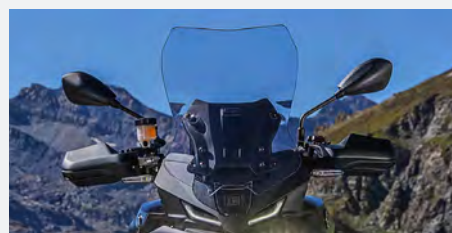
890cc CP3 engine

Tracer 9 GT is driven by Yamaha's highly acclaimed 890cc CP3 engine that produces strong, linear torque, making this Sport Tourer a remarkable performer whether touring through the Snowies or commuting to the office. Equipped with Yamaha's Acceleration Position Sensor Grip (APSG) and Yamaha Chip Controlled Throttle (YCC-T), this lightweight system eliminates the need for cables and pulleys and delivers superb response with a natural feeling.



7in TFT with navigation

The 7" TFT incorporates three themes and comes with Garmin LinkBox connectivity to provide integrated navigation, while calls, messages and music can be received through the Yamaha MyRide App and controlled using the five-way joystick on the left hand switch cube. A dedicated integrated storage includes a USB-A outlet for charging on the go.



Electronic adjustable windscreen

The Tracer 9 GT delivers improved wind protection thanks to a redesigned front fairing and windscreen. The new wind tunnel developed arrangement reduces buffeting to ensure both rider and pillion arrive at their destination fresher than ever, while the electronically controlled windscreen now offers 100mm of stepless adjustment to allow the rider to fine tune the aerodynamics to meet their own specific preferences.



Matrix LED headlight

In a world first in the motorcycle sector, the adaptive Matrix LED headlight provides illumination like never before. Linked to a camera built into the fairing, the system detects surrounding traffic conditions and automatically controls individual LEDs within the matrix to deliver a shaped beam of light to maintain optimal illumination at.

Connected roads.



Tracer 9 GT

It's your turn.



Tracer 7

With a thrilling character and a whole lot of attitude, the Tracer 7 is equipped to get your adrenaline pumping whenever you ride. After work or at the weekend, this dynamic Sport Tourer is ready to thrill you with its outstanding performance and lightweight agility.

Dual LED headlights and modern bodywork give the Tracer 7 a dynamic and sporty look that sets it apart from other bikes in the category. And there's a wide range of optional Genuine Yamaha Accessories - including top case and panniers - that provide personalisation solutions.



Midnight Black



Redline



Icon Performance



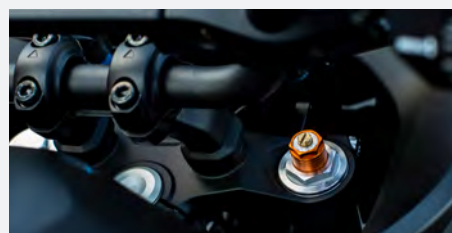
Torque-rich CP2 engine

The Tracer 7 features the compact 689cc liquid-cooled, inline twin cylinder, DOHC CP2 engine with fuel injection, outstanding low- to mid-range torque and strong high-rpm pulling power. Fuel injection settings are optimised for seamless, linear throttle response, even when the throttle is slightly open at low rpm.



Colour TFT with connectivity

Tracer 7 has a 5-inch full-colour TFT display that provides a choice of two different screen themes. The Sport Theme is a more modern looking layout with a bar-type tachometer at the top and digital speedo and gear selection readouts – while the Touring Theme has a more conventional circular analogue-style tachometer on the right of the screen and digital speedometer on the left.



Adjustable suspension

Tracer 7's front suspension features a 41mm cartridge fork with 130mm of travel while there's 142mm travel at the rear. Both front and rear feature preload and rebound damping adjusters that make it easy to set up your bike to suit different loads, road conditions and riding styles.



Long range autonomy

With a capacity of 17 litres, its sleek fuel tank gives you outstanding long range autonomy when paired with the economical CP2 engine.

SCOOTER



Straight to the MAX.



TMAX Tech MAX



Its powerful 560cc engine and refined automatic transmission make this Yamaha's fastest and smoothest Sport Scooter. Equipped with dynamic new dual-eye headlights and sleeker front bodywork, this iconic machine delivers a riding experience beyond compare.

For the highest degree of controllability the TMAX Tech MAX benefits from best-in-class electronic rider aids including a new Brake Control system, as well as Cruise Control, Traction Control and 2-position D-MODE. And its connected 7-inch dash features free Garmin Navigation* to give you the best commuting, leisure and touring routes.

And for supreme comfort, the TMAX Tech MAX comes with a luxury heated seat, heated grips and an electronically adjustable screen, making it an ideal choice for riders who are looking for the ultimate multi-role high-performance model.



Dark Magma



Ceramic Grey



Powerful 560cc engine

The TMAX Tech MAX is driven by a compact and powerful engine giving spirited sports performance via an easy-to-use automatic transmission. For 2025 the engine and exhaust have been refined for lower emissions. With maximum power produced at 7000 rpm and maximum torque at 5250 rpm, TMAX is engineered to deliver an exciting and enjoyable ride wherever its rider decides to go, seven days a week.



Upgraded 7-inch TFT dash

The TFT dash is upgraded and offers a choice of three screen layouts, enabling the TMAX Tech MAX rider to select the option that focuses on the information that is most significant to them. Enhanced connectivity on the latest model via the MyRide app also enables riders to play music and view SMS, receive calls and email notifications.



Sophisticated electronics

Developed originally for Yamaha's high performance Supersport motorcycles, the new Brake Control (BC) system works with the TMAX's Anti-lock Braking System to help minimise brake slip during hard braking or when riding on low-traction surfaces. TMAX Tech MAX is also equipped with D-MODE which enables the rider to select the desired engine power character to suit urban or highway riding, as well as Traction Control that moderates power to the rear wheel on loose or slippery surfaces.



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.

XMAX 300



The MAX Sport Scooter line is designed to offer every commuter an even more enjoyable and refined riding experience. Inspired by the legendary TMAX and shaped by the same dynamic sports DNA as Yamaha's flagship, the XMAX 300 is equipped with a range of updates and refinements that reinforce the MAX family's dominant market position.

Manufactured with pure MAX DNA, this premium Sport Scooter delivers the ultimate blend of performance, style and comfort. With a new shaped screen as well as a restyled dashboard layout and an efficient 292cc Blue Core engine, the dynamic XMAX 300 gives you an even more refined and enjoyable ride.



Ceramic Grey



Dynamic Red



Dark Magma



Low emission Blue Core engine

Developed using Yamaha's Blue Core technology that reduces power losses and boosts combustion efficiency, the XMAX 300 powerplant offers lively acceleration together with eco-friendly performance. The engine is equipped with a new lightweight muffler with two catalysers that ensure reduced emissions. Developing 27.6bhp, this Learner Approved sport scooter is perfectly suited to longer and faster highway commutes from the suburbs into the city.



4.2 inch full colour TFT

For an even better riding experience the XMAX 300 is equipped with a restyled dash featuring a clear and logical layout. The 4.2-inch full colour TFT display features connectivity functions, while the backlit LCD display on the left side of the dash shows key vehicle information such as speed, odometer, trip 1 and 2 and more. The new 4.2-inch dash also features a smoked screen together with a visor for a better appearance and good visibility, particularly in bright conditions.



Connectivity and Navigation System*

XMAX 300 is equipped with a connected dash that enables riders to stay in touch with family, friends and work. By downloading the free MyRide app, owners can use their smartphone to connect to the machine via Bluetooth to check notifications of calls, emails and messages as well as see useful and interesting machine running data. Free Garmin navigation* via smartphone is exclusive to the XMAX, with the 4.2-inch TFT infotainment screen providing riders with real time traffic information, distance left, estimated time of arrival and more, giving the rider a wealth of data that can make every journey more efficient and enjoyable.



Electrically adjustable screen

For 2025 the XMAX 300 comes equipped with an electrically adjustable screen that provides the highest levels of riding comfort and best-in-class style. Offering a range of 95mm up/down movement, this electric screen is easily adjusted by a switch on the left side handlebar. Integrated front flashers offer improved wind protection to the rider's arms, and a restyled fairing nose and spoiler help to eliminate wind buffeting for an even smoother ride.

* 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.

Designed to the MAX.



XMAX 300

One with the city.



NMAX 155

Featuring a new drive system, high comfort suspension and dynamic fresh styling, the third generation NMAX 155 takes the entry level sports scooter category to a whole new level.

With its iconic MAX-inspired design, first class finish and extra features, NMAX 155 is an ideal scooter for car drivers and returning riders who want to experience the freedom of two wheels and the first step on the MAX sport scooter ladder.

A more refined riding experience awaits owners of the new NMAX 155 with two ride modes and the ability to downshift to allow the bike to accelerate or decelerate on command. New suspension improves rider and pillion comfort. Cutting edge exterior styling and a new TFT instrument cluster with the latest smartphone connectivity and onboard navigation is specified for added convenience.



Dark Magma



Sky Blue



Milky White



NEW

NMAX 155



Powerful Blue Core engine

A liquid-cooled, 4-stroke SOHC, 155cc, single-cylinder, 4-valve fuel-injected engine with new YECVT is adopted delivering excellent power and torque characteristics.



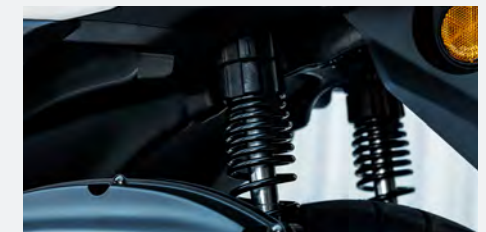
Yamaha Electric Continuously Variable Transmission (YECVT)

YECVT works by electronically adjusting the CVT's reduction ratio to increase the range of control available to the rider, such as when they want to access strong acceleration for overtaking, or if they want to use engine braking when slowing. Pressing the Shift button on the left hand switch gear activates a downshift, with up to three successive downshifts can be performed with the Shift button and the number of downshifts are shown on the instrument panel.



Twin display instrumentation

A new instrument cluster features two displays - one TFT display and one LCD display. The TFT display can show information about the bike and smartphone information via Bluetooth®. By installing the Garmin StreetCross navigation app for motorcycles on the user's smartphone and connecting it to the bike's CCU, the TFT display can be used as an onboard navigation system.



High comfort suspension

Suspension settings have been optimised, with the front and rear contributing to improved ride comfort and bump absorption. The rear suspension's stroke has been lengthened by 5mm and the damping characteristics have been adjusted. Also, to give the front suspension settings a softer character, the fork tubes have gained oil locks.

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.



Trendy Red



Matt Grey



Milky 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.

Move light.



D'eLight 125

Specifications

| | YZF-R1 / R1M | YZF-R9 | YZF-R7HO / LA | YZF-R6 RACE |
|---|---|---|---|---|
| Engine | | | | |
| Engine type | 4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, forward-inclined parallel 4-cylinder, DOHC |
| Displacement | 998cc | 890cc | HO: 689cc / LA: 655cc | 599cc |
| Bore x stroke | 79.0 x 50.9mm | 78.0 x 62.1mm | HO: 80.0 x 68.6mm / LA: 78.0 x 68.6mm | 67.0 x 42.5mm |
| Compression ratio | 13.0 : 1 | 11.5 : 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 | 117mm | 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 ZR17 Tubeless | 120/70ZR17M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless |
| Rear tyre | 200/55 ZR17M/C (78W) Tubeless | 180/55 ZR17 Tubeless | 180/55ZR17M/C (73W) Tubeless | 180/55 ZR17M/C(73W) Tubeless |
| Dimensions | | | | |
| Overall length | 2055mm | 2070mm | 2070mm | 1990mm |
| Overall width | 690mm | 706mm | 705mm | 695mm |
| Overall height | 1165mm | 1181mm | 1160mm | 1150mm |
| Seat height | 860mm | 831mm | 835mm | 850mm |
| Wheel base | 1405mm | 1420mm | 1395mm | 1375mm |
| Minimum ground clearance | 130mm | 140mm | 135mm | 130mm |
| Wet weight (including full oil and fuel tank) | R1: 203kg / R1M: 205kg | 195kg | 188kg | 185kg |
| Fuel tank capacity | 17.0L | 14.0L | 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 | 735mm | 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 | 140kg | 214kg | 212kg |
| Fuel tank capacity | 14.0L | 11.0L | 17.0L | 17.0L |

Specifications

| | MT-09SP | MT-09 / Y-AMT | MT-07HO / LA | MT-07HO Y-AMT |
|---|---|---|---|---|
| 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 | 890cc | 890cc | HO: 689cc / LA: 655cc | 689cc |
| 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 | 80.0 x 68.6 mm |
| Compression ratio | 11.5 : 1 | 11.5 : 1 | HO: 11.5 : 1 / LA: 11.0 : 1 | 11.5 : 1 |
| Lubrication system | Wet sump | Wet sump | Wet sump | Wet sump |
| Fuel Management | Fuel Injection | Fuel Injection | Fuel Injection | Fuel Injection |
| Clutch type | Wet, Multiple Disc | Wet, Multiple Disc | Wet, Multiple Disc | Wet, Multiple Disc |
| Ignition system | TCI | TCI | TCI | TCI |
| Starter system | Electric | Electric | Electric | Electric |
| Transmission system | Constant Mesh, 6-speed | Constant Mesh, 6-speed | Constant Mesh, 6-speed | Constant Mesh, 6-speed |
| Final transmission | Chain | Chain | Chain | Chain |
| Chassis | | | | |
| Frame | Diamond | Diamond | Diamond | Diamond |
| Front suspension system | Telescopic forks | Telescopic forks | Telescopic forks | Telescopic forks |
| Front travel | 130mm | 130mm | 130mm | 130mm |
| Rear suspension system | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link type suspension) | Swingarm, (link type suspension) |
| Rear Travel | 117mm | 117mm | 130mm | 130mm |
| Front brake | Hydraulic dual disc, Ø 298mm | Hydraulic dual disc, Ø 298mm | Hydraulic dual disc, Ø 298mm | Hydraulic dual disc, Ø 298mm |
| Rear brake | Hydraulic single disc, Ø 245mm | Hydraulic single disc, Ø 245mm | Hydraulic single disc, Ø 245mm | Hydraulic single disc, Ø 245mm |
| Front tyre | 120/70 ZR17M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless |
| Rear tyre | 180/55 ZR17M/C (73W) Tubeless | 180/55 ZR17M/C (73W) Tubeless | 180/55 ZR17M/C (73W) Tubeless | 180/55 ZR17M/C (73W) Tubeless |
| Dimensions | | | | |
| Overall length | 2090mm | 2090mm | 2065mm | 2065mm |
| Overall width | 820mm | 820mm | 780mm | 780mm |
| Overall height | 1145mm | 1145mm | 1110mm | 1110mm |
| Seat height | 825mm | 825mm | 805mm | 805mm |
| Wheel base | 1430mm | 1430mm | 1395mm | 1395mm |
| Minimum ground clearance | 140mm | 140mm | 150mm | 150mm |
| Wet weight (including full oil and fuel tank) | 194kg | MT-09: 193kg / Y-AMT: 196kg | 183kg | 186kg |
| Fuel tank capacity | 14.0L | 14.0L | 14.0L | 14.0L |

| | MT-03 | XSR900 GP | XSR900 | XSR700 |
|---|---|---|---|---|
| Engine | | | | |
| Engine type | 4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC |
| Displacement | 321cc | 890cc | 890cc | 655cc |
| Bore x stroke | 68.0mm x 44.1mm | 78.0 x 62.1mm | 78.0 x 62.1mm | 78.0 x 68.6mm |
| Compression ratio | 11.2 : 1 | 11.5 : 1 | 11.5 : 1 | 11.0 : 1 |
| Lubrication system | Wet sump | Wet sump | Wet sump | Wet sump |
| Fuel Management | Fuel Injection | Fuel Injection | Fuel Injection | Fuel Injection |
| Clutch type | Wet, Multiple Disc | Wet, Multiple Disc | Wet, Multiple Disc | Wet, Multiple Disc |
| Ignition system | TCI | TCI | TCI | TCI |
| Starter system | Electric | Electric | Electric | Electric |
| Transmission system | Constant Mesh, 6-speed | Constant Mesh, 6-speed | Constant Mesh, 6-speed | Constant Mesh, 6-speed |
| Final transmission | Chain | Chain | Chain | Chain |
| Chassis | | | | |
| Frame | Diamond | Diamond | Diamond | Diamond |
| Front suspension system | Telescopic forks, Ø37mm inner tube | Telescopic forks | Telescopic forks | Telescopic forks |
| Front travel | 130mm | 130mm | 130mm | 130mm |
| Rear suspension system | Swingarm | Swingarm, (link type suspension) | Swingarm, (link type suspension) | Swingarm, (link type suspension) |
| Rear Travel | 125mm | 131mm | 131mm | 130mm |
| Front brake | Hydraulic single disc, Ø 298mm | Hydraulic dual disc, Ø 298mm | Hydraulic dual disc, Ø 298mm | Hydraulic dual disc, Ø 298mm |
| Rear brake | Hydraulic single disc, Ø 220mm | Hydraulic single disc, Ø 245mm | Hydraulic single disc, Ø 245mm | Hydraulic single disc, Ø 245mm |
| Front tyre | 110/70-17M/C (54H) Tubeless | 120/70 ZR17M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless |
| Rear tyre | 140/70-17M/C (66H) Tubeless | 180/55 ZR17M/C (73W) Tubeless | 180/55 ZR17M/C (73W) Tubeless | 180/55 ZR17M/C (73W) Tubeless |
| Dimensions | | | | |
| Overall length | 2090mm | 2160 mm | 2155 mm | 2075mm |
| Overall width | 755mm | 810mm | 860mm | 820mm |
| Overall height | 1070mm | 1180mm | 1160mm | 1130mm |
| Seat height | 780mm | 835mm | 815mm | 835mm |
| Wheel base | 1380mm | 1500mm | 1495mm | 1405mm |
| Minimum ground clearance | 160mm | 145mm | 140mm | 140mm |
| Wet weight (including full oil and fuel tank) | 168kg | 200kg | 196kg | 188kg |
| Fuel tank capacity | 14.0L | 14.0L | 14.0L | 14.0L |

Specifications

| | FJR1300AE | Tracer 9 GT+ | Tracer 9 GT | Tracer 7 |
|---|---|---|---|---|
| Engine | | | | |
| Engine type | 4-valves, 4-stroke, liquid-cooled, 4-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 3-cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, 2-cylinder, DOHC |
| Displacement | 1298cc | 890cc | 890cc | 689cc |
| Bore x stroke | 79.0 × 66.2mm | 78.0 × 62.1mm | 78.0 × 62.1mm | 80.0 × 68.6 mm |
| Compression ratio | 10.8 : 1 | 11.5 : 1 | 11.5 : 1 | 11.5 : 1 |
| Lubrication system | Wet sump | Wet Sump | Wet Sump | Wet sump |
| Fuel Management | Fuel Injection | Fuel Injection | Fuel Injection | Fuel Injection |
| Clutch type | Wet, Multiple Disc | Wet, Multiple Disc | Wet, Multiple Disc | Wet, Multiple Disc |
| Ignition system | TCI | TCI | TCI | TCI |
| Starter system | Electric | Electric | Electric | Electric |
| Transmission system | Constant Mesh, 6-speed | Constant Mesh, 6-speed | Constant Mesh, 6-speed | Constant Mesh, 6-speed |
| Final transmission | Shaft | Chain | Chain | Chain |
| Chassis | | | | |
| Frame | Aluminium Diamond | Diamond | Diamond | Diamond |
| Front suspension system | Telescopic forks | Telescopic forks | Telescopic forks | Telescopic forks |
| Front travel | 135mm | 130mm | 130mm | 130mm |
| Rear suspension system | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link suspension) | Swingarm, (link type suspension) |
| Rear Travel | 125mm | 131mm | 131mm | 142mm |
| Front brake | Hydraulic dual discs, Ø 320mm | Hydraulic dual discs, Ø 298mm | Hydraulic dual discs, Ø 298mm | Hydraulic dual disc, Ø 298mm |
| Rear brake | Hydraulic single disc, Ø 282mm | Hydraulic single disc, Ø 267mm | Hydraulic single disc, Ø 267mm | Hydraulic single disc, Ø 245mm |
| Front tyre | 120/70ZR17M/C (58W) Tubeless | 120/70ZR17 M/C (58W) Tubeless | 120/70ZR17 M/C (58W) Tubeless | 120/70 ZR17M/C (58W) Tubeless |
| Rear tyre | 180/55ZR17M/C(73W) Tubeless | 180/55ZR17 M/C (73W) Tubeless | 180/55ZR17 M/C (73W) Tubeless | 180/55 ZR17M/C (73W) Tubeless |
| Dimensions | | | | |
| Overall length | 2230mm | 2175mm | 2175mm | 2140mm |
| Overall width | 750mm | 900mm | 900mm | 840mm |
| Overall height | 1325 / 1455mm | 1440 / 1530mm | 1440 / 1530mm | 1290 / 1330mm |
| Seat height | 805 / 825mm | 845 / 860mm | 845 / 860mm | 835mm |
| Wheel base | 1545mm | 1500mm | 1500mm | 1460mm |
| Minimum ground clearance | 125mm | 135mm | 135mm | 140mm |
| Wet weight (including full oil and fuel tank) | 292kg | 232kg | 227kg | 197kg |
| Fuel tank capacity | 25.0L | 19.0L | 19.0L | 17.0L |

TMAX Tech MAX**XMAX 300****NMAX 155****D'elight 125**

| Engine | | | | |
|---|--|--|--|---|
| Engine type | 4-valves, 4-stroke, liquid-cooled, twin cylinder, DOHC | 4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC | 4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC | 2-valves, 4-stroke, air-cooled, single cylinder, SOHC |
| Displacement | 562cc | 292cc | 155cc | 125cc |
| Bore x stroke | 70.0 × 73.0mm | 70.0 × 75.9mm | 58.0 × 58.7mm | 52.4 × 57.9mm |
| Compression ratio | 10.9 : 1 | 10.9 : 1 | 11.6 : 1 | 10.2 : 1 |
| Lubrication system | Dry Sump | Wet Sump | Wet Sump | Wet Sump |
| Fuel Management | Fuel Injection | Fuel Injection | Fuel Injection | Fuel Injection |
| Clutch type | | | | |
| Ignition system | TCI | TCI | TCI | TCI |
| Starter system | Electric | Electric | Electric | Electric |
| Transmission system | V-Belt Automatic | V-Belt Automatic | V-Belt Automatic | V-Belt Automatic |
| Final transmission | Belt | Belt | Gear | Gear |
| Chassis | | | | |
| Frame | Aluminium CF die-cast | Underbone | Underbone | Underbone |
| Front suspension system | Telescopic forks | Telescopic forks | Telescopic forks | Telescopic forks |
| Front travel | 120mm | 110mm | 100mm | 81mm |
| Rear suspension system | Swingarm | Swingarm | Unit swing | Unit swing |
| Rear Travel | 117mm | 79mm | 91mm | 68mm |
| Front brake | Hydraulic dual disc, Ø 267mm | Hydraulic single disc, Ø 267mm | Hydraulic single disc | Hydraulic single disc, Ø 180mm |
| Rear brake | Hydraulic single disc, Ø 282mm | Hydraulic single disc, Ø 245mm | Hydraulic single disc | Drum |
| Front tyre | 120/70R15M/C 56H Tubeless | 120/70R15 | 110/70-13M/C 48P Tubeless | 90/90-12 44J Tubeless |
| Rear tyre | 160/60R15M/C 67H Tubeless | 140/70R14 | 130/70-13M/C 63P Tubeless | 100/90-10 56J Tubeless |
| Dimensions | | | | |
| Overall length | 2195mm | 2180mm | 1935mm | 1805mm |
| Overall width | 780mm | 800mm | 740mm | 685mm |
| Overall height | 1415 / 1525mm | 1415 / 1505mm | 1200mm | 1160mm |
| Seat height | 800mm | 795mm | 770mm | 800mm |
| Wheel base | 1575mm | 1540mm | 1340mm | 1275mm |
| Minimum ground clearance | 135mm | 135mm | 125mm | 125mm |
| Wet weight (including full oil and fuel tank) | 221kg | 187kg | 135kg | 101kg |
| Fuel tank capacity | 15.0L | 13.0L | 7.1L | 5.5L |





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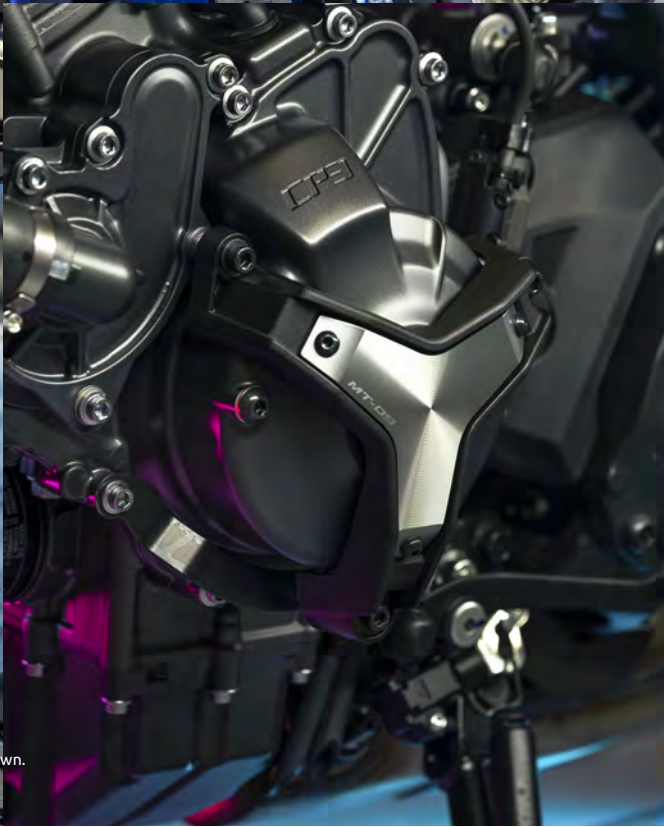
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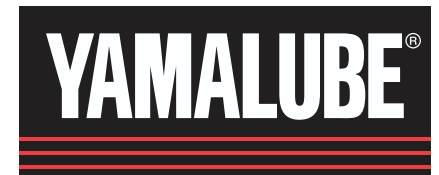


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