



2022 Road



REVS

Yamaha revs your heart more than ever!

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

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

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

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

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

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

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





**SUPER
SPORT**

YZF-R1M

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

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

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

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



Icon Performance



998cc crossplane engine

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



Enhanced electronic racing suspension

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



Communication Control Unit

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



Quick Shift System

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

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



YZF-R1M

R heritage.
R performance.
R/World.



YZF-R1 World GP 60th Anniversary Edition

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

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



World GP 60th Anniversary



998cc crossplane engine

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



43mm KYB forks

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



LED headlights

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



World GP 60th Anniversary livery

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

YZF-R1

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

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



Midnight Black



Icon Blue



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Aerodynamic bodywork

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



Brake Control system

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

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



YZF-R1

R heritage.
R performance.
R/World.



YZF-R7 World GP 60th Anniversary Edition



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

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

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



World GP 60th Anniversary



Torquey CP2 engine

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



Inverted KYB front forks

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



Aerodynamic cowl and twin-eye face

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



World GP 60th Anniversary livery

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

YZF-R7

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

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

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



Yamaha Black



Icon Blue



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Inverted KYB front forks

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



Aerodynamic cowling and twin-eye face

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



Digital LCD instrumentation

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

Where R/World
meets yours.



YZF-R7

R/World Only.



YZF-R6 RACE

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

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



Tech Black



High performance engine

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



Sophisticated electronic control technology

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



Race-ready specification

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



High-specification R1-type front forks

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

YZF-R3 World GP 60th Anniversary Edition



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

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

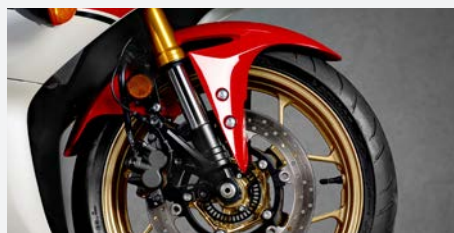


World GP 60th Anniversary



Potent twin-cylinder powerplant

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



KYB USD front forks

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



R-Series inspired face

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



Lightweight wheels & Supersport tyres

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

**Celebrate 60 years
of R history.**



YZF-R3 WGP

R/World is calling.



YZF-R3

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

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

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



Midnight Black



Vivid Orange



Icon Blue



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Low fuel tank and handlebar position

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



YZF-R15



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

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



Thunder Grey



Racing Blue



Single-cylinder 155cc engine

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



Large brakes

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



Aerodynamic bodywork

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



Race-inspired styling

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

Enter R/World.



YZF-R15



RACING IS OUR DNA

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

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

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

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

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

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

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



**MAXIMUM
TORQUE**

MT-10SP

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

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

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



Icon Performance



998cc CP4 engine

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



Brembo radial master cylinder

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



Gen-2 Öhlins Electronic Suspension

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



Cruise Control & Speed Limiter

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

Speed of darkness.



MT-10SP

The darkest energy.



MT-10

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

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

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



Tech Black



Cyan Storm



998cc CP4 engine

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



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Up and down Quick Shift System

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



4.2in TFT meter with ride mode selection

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

MT-09SP

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

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

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



Icon Performance



889cc CP3 engine

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



Full-colour 3.5in TFT display

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



Premium fully adjustable suspension

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



Radial front brake master cylinder

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

Challenge the darkness.



MT-09SP

**A new power from
the darkness.**



MT-09

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

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

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



Icon Blue



Tech Black



Cyan Storm



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Lightweight SpinForged wheels

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



Adjustable suspension

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



6-Axis IMU plus lean-sensitive rider aids

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

MT-07

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

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

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



Icon Blue



Tech Black



Cyan Storm



Optional



2-cylinder CP2 engine

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



LED projector lighting

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



Larger front brakes

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



Next generation design

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

Find your darkness.



MT-07

Dark blast.



MT-03

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

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



Icon Blue



Midnight Black



Cyan Storm



Sophisticated 321cc 2-cylinder engine

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



Dual eye positions lights; LED headlight

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



37mm upside-down front forks

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



Ergonomic riding position

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



SPORT HERITAGE



Legend reborn.



XSR900

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

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

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



Midnight Black



Legend Blue



High torque 889cc 3-cylinder

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



Sophisticated electronic rider controls

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



Round LED headlight

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



High performance brakes and suspension

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

XSR700



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

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



Heritage Black



Heritage White



Outstanding 2-cylinder engine

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



Retro styling

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



LED lighting

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



Slim backbone

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

Born to challenge.



XSR700

Born for fun.



XV250



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

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



Raven



Torquey engine

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



Powerful brakes

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



Comfortable ergonomics

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



Classic styling

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

SPORT TOURING



Legendary turns.



FJR1300AE

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

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

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



Midnight Black



1298cc inline 4-cylinder engine

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



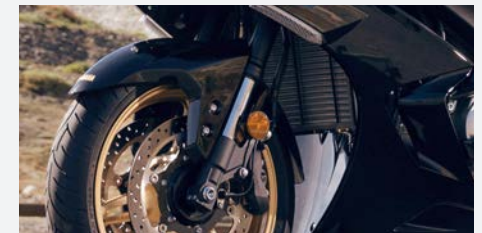
Advanced electronic control systems

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



Sophisticated 3-part instrumentation

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



Electronically-adjustable suspension

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

Tracer 9 GT

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

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



Tech Kamo



Icon Performance



889cc CP3 engine

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



KYB electronically-controlled suspension

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



Twin 3.5in full colour TFT meters

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



Cruise Control

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

Turn up your journey.



Tracer 9 GT

Turns have no season.



Niken GT

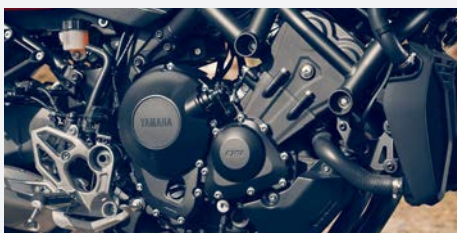
Yamaha's ground-breaking Leaning Multi Wheel (LMW) technology can now be ridden closer to the horizon thanks to the increased levels of comfort and functionality delivered by the Niken GT, via a high touring screen, heated grips and comfort seat. Semi-soft 25-litre panniers provide storage space for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

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

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



Tech Black



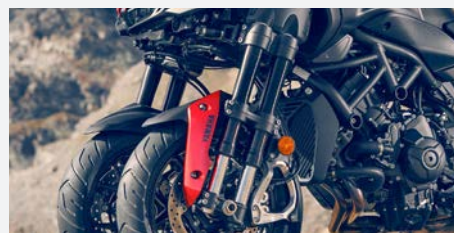
847cc CP3 engine

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



Compact instrument panel

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



Double external upside-down front forks

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



Sports cowl with dual LED headlights

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

SCOOTER



TMAX 560 Tech Max



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

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



Power Grey



Dark Petrol



Powerful 560cc engine

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



TFT instruments

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



Sophisticated electronics

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



Smart Key keyless ignition

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

Straight to the MAX.



TMAX 560 Tech Max

Designed to the MAX.



XMAX 300



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

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



Matt Black



Powerful and efficient engine

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



Multi-function instruments

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



Motorcycle-type forks

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



Smart Key keyless ignition

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

Tricity 300



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

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

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



Nimbus Grey



Blue Core engine

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



Leaning Multi Wheel technology

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



Standing Assist System

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



Large underseat storage

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

The best move in town.



Tricity 300

Love the way I move.



Tricity 155



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

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

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



Milky White



Blue Core engine

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



Three wheel layout

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



LED headlight

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



Dual seat

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

NMAX 155



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

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

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



Icon Blue



Matt Grey



Powerful Blue Core engine

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



Communication Control Unit

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

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



Smart Key system

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



Underseat storage system

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

One with the city.



NMAX 155

Move light.



D'elight 125



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

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

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



Pearl White



Blue Core engine

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



Start & Stop engine technology

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



Unisex body design

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



Large underseat storage

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

Specifications

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

Specifications are subject to change without notice, in accordance with national regulations and legislation.

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

Specifications

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

Specifications are subject to change without notice, in accordance with national regulations and legislation.

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

Specifications

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

	TMAX 560 Tech Max	XMAX 300	Tricity 300	Tricity 155
Engine				
Engine type	4-valves, 4-stroke, liquid-cooled, twin cylinder, DOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC	4-valves, 4-stroke, liquid-cooled, single cylinder, SOHC
Displacement	562cc	292cc	292cc	155cc
Bore x stroke	70.0 × 73.0 mm	70.0 × 75.9 mm	70.0 × 75.9 mm	58.0 × 58.7 mm
Compression ratio	10.9 : 1	10.9 : 1	10.9 : 1	10.5 : 1
Lubrication system	Dry Sump	Wet Sump	Wet Sump	Wet Sump
Fuel Management	Fuel Injection	Fuel Injection	Fuel Injection	Fuel Injection
Clutch type				
Ignition system	TCI	TCI	TCI	TCI
Starter system	Electric	Electric	Electric	Electric
Transmission system	V-Belt Automatic	V-Belt Automatic	V-Belt Automatic	V-Belt Automatic
Final transmission	Belt	Belt	Gear	Gear
Chassis				
Frame	Aluminium CF die-cast	Underbone	Backbone	Backbone
Front suspension system	Telescopic forks	Telescopic forks	Telescopic forks	Telescopic forks
Front travel	120 mm	110 mm	100 mm	90 mm
Rear suspension system	Swingarm	Swingarm	Unit swing	Unit swing
Rear Travel	117 mm	79 mm	84 mm	90 mm
Front brake	Hydraulic dual disc, Ø 267 mm	Hydraulic single disc, Ø 267 mm	Hydraulic dual disc, Ø 267 mm	Hydraulic dual disc, Ø 220 mm
Rear brake	Hydraulic single disc, Ø 282 mm	Hydraulic single disc, Ø 245 mm	Hydraulic single disc, Ø 267 mm	Hydraulic single disc, Ø 230 mm
Front tyre	120/70R15M/C 56H Tubeless	120/70R15	120/70-14M/C 55P	90/80-14
Rear tyre	160/60R15M/C 67H Tubeless	140/70R14	140/70-14M/C 62P	130/70-13
Dimensions				
Overall length	2195 mm	2185 mm	2250 mm	1980 mm
Overall width	780 mm	775 mm	815 mm	750 mm
Overall height	1415 / 1525 mm	1415 / 1465 mm	1470 mm	1210 mm
Seat height	800 mm	795 mm	795 mm	780 mm
Wheel base	1575 mm	1540 mm	1595 mm	1350 mm
Minimum ground clearance	135 mm	135 mm	130 mm	125 mm
Wet weight (including full oil and fuel tank)	220 kg	179 kg	237 kg	165 kg
Fuel tank capacity	15.0 L	13.0 L	13.0 L	7.2 L

Specifications

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



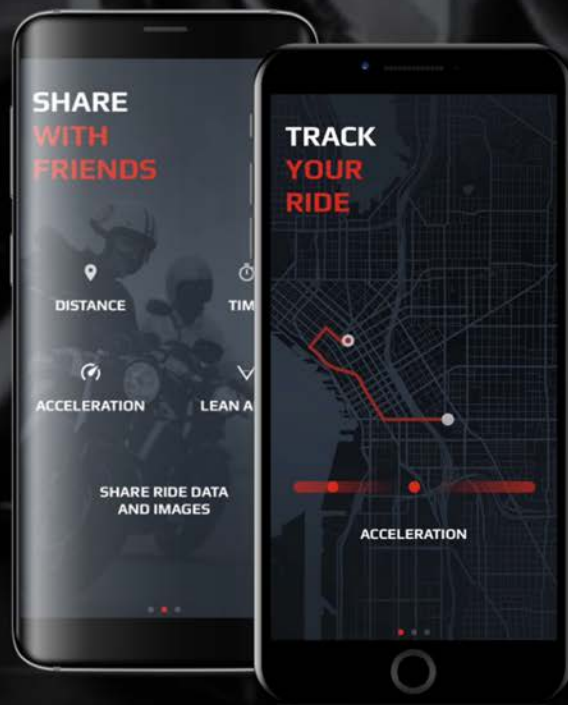
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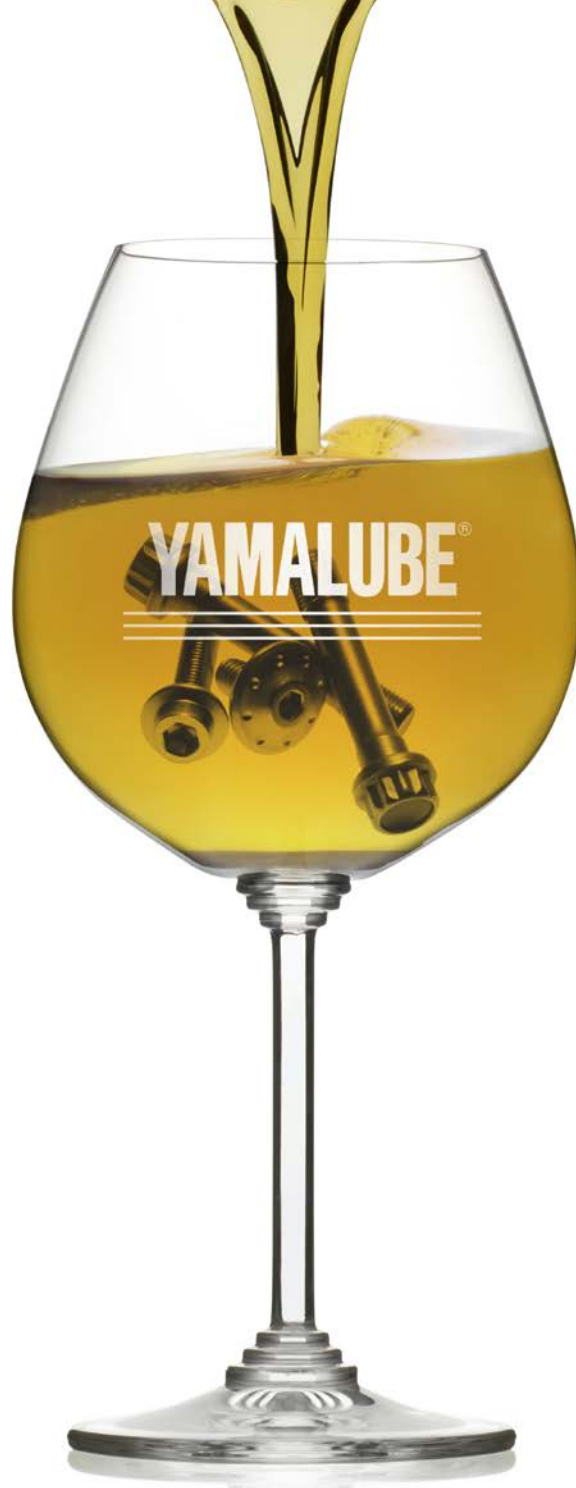
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