



Born from MotoGP

Featuring a MotoGP-developed 6-mode TCS (Traction Control System), the latest YZF-R1 is the most advanced supersport machine ever developed by Yamaha. Powered by a 998cc in-line 4-cylinder engine featuring an innovative crossplane crankshaft, the R1 kicks out high levels of linear torque which makes for superior traction. At the flick of a switch R1 riders can now tune the bike's performance characteristics for more exciting cornering on the highway, and reduced lap times on the circuit. A compact aluminium Deltabox chassis delivers precision handling and class-leading cornering – and for optimised high speed performance the latest R1 is equipped with a new front cowl.

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- 998cc liquid-cooled in-line 4-cylinder 4-valve
- Crossplane crankshaft delivers linear torque
- 6-mode Traction Control System (TCS)
- YCC-I (Yamaha Chip Controlled Intake)
- YCC-T (Yamaha Chip Controlled Throttle)
- 3-mode Variable Map Function
- Forced air intake
- Slipper clutch
- Short-wheelbase aluminium Deltabox chassis
- Idealised balance of chassis rigidity
- Low-drag front cowl with projector headlights
- Multi-function instrumentation



Raise your game

Street or track, the latest YZF-R1 delivers even higher levels of controllable performance. In its WSB debut season the crossplane-crank R1 won the World Championship against the very best from Europe and Japan. And our intensive WSB and MotoGP race programmes have enabled Yamaha's designers to create an even more exhilarating R1. An all-new 6-mode adjustable Traction Control System elevates rider confidence and allows you to unleash the full potential of the crossplane crankshaft engine. So wherever you go, the latest R1 is ready to excite you with its awesome cornering performance, and take the supersport riding experience to a new level.





6-mode Traction Control System (TCS)

By instantaneously adjusting throttle opening, fuel injection volume and ignition timing when rear wheel spin occurs, the new switchable 6-mode TCS reinforces your trust in the R1's cornering potential – and allows the rider to extract optimum levels of traction and controllability in different surface and weather conditions.



MotoGP-inspired design

Yamaha's total commitment to racing has been the lifeblood of the company for over 50 years. Equipped with a short-wheelbase Deltabox chassis, crossplane-crankshaft engine and high-tech electronic control systems, the breathtaking R1 is the embodiment of everything that we have learnt in MotoGP and WSB.



Crossplane crankshaft

The R1 engine stands head and shoulders above the crowd thanks to its special crossplane crankshaft, which gives an asymmetric firing interval. Developed from our YZR-M1 MotoGP racer, this class-leading design produces a more linear torque output, allowing the rider to find more traction and lay down the high levels of power more effectively.



Compact short-wheelbase Deltabox chassis

The compact short-wheelbase Deltabox frame has been constructed using a range of gravity die-cast, CF die-cast and extruded aluminium components in order to achieve an idealised balance of rigidity. This sophisticated formula gives the R1 rider remarkable surface feedback for a clear performance advantage on the road and track.



Aerodynamic front cowl

For improved aerodynamics the latest R1 is equipped with a new front cowl design with a slightly higher nose, while the menacing-looking 'eyes' have been restyled to give even more presence. New LED position lamps benefit from a reflective finish along the lower edge of the eyes to give the R1 a more intense and forceful appearance.



YCC-I and YCC-T

The R1 is equipped with one of the industry's most advanced intake systems. Its YCC-I (Yamaha Chip Controlled Intake) system features electronically-controlled variable-length funnels which work in association with the Yamaha Chip Controlled Throttle (YCC-T) to deliver super-efficient combustion and a smooth and linear power output over a wide rev range.

Engine	
Engine type	liquid-cooled, 4-stroke, DOHC, forward-inclined parallel 4-cylinder, 4-valves
Displacement	998cc
Bore x stroke	78.0 mm x 52.2 mm
Compression ratio	12.3 : 1
Maximum Power	133.9 kW (182.1PS) @ 12,500 rpm (without air-induction)
Maximum Torque	115.5 Nm (11.8 kg-m) @ 10,000 rpm
Lubrication system	Wet sump
Carburettor	Electronic Fuel Injection
Clutch Type	Wet, multiple-disc coil spring
Ignition system	TCI (digital)
Starter system	Electric
Transmission system	Constant Mesh, 6-speed
Final transmission	Chain

Chassis	
Frame	Aluminium Deltabox
Front suspension system	Upside-down telescopic fork, Ø 43 mm
Front Travel	120 mm
Caster Angle	24°
Trail	102 mm
Rear suspension system	(link suspension), Monoshock
Rear Travel	120 mm
Front brake	Hydraulic dual disc, Ø 310 mm
Rear brake	Hydraulic single disc, Ø 220 mm
Front tyre	120/70 ZR17M/C (58W)
Rear tyre	190/55 ZR17M/C (75W)

Dimensions	
Overall length	2,070 mm
Overall width	715 mm
Overall height	1,130 mm
Seat height	835 mm
Wheel base	1,415 mm
Minimum ground clearance	135 mm
Wet weight (including full oil and fuel tank)	206 kg
Fuel tank capacity	18 litres
Oil tank capacity	3.7 litres

Matt Grey
 Yamaha Blue
 Competition White



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