

2011

*SPORT/STREET/SCOOTERS*





# 2011 YZF-R1

## MOTOGP TECHNOLOGY. YOURS FOR THE TAKING.

Forget everything you ever knew about the supersport liter class. Because once you hear the unique exhaust note of the 2011 YZF-R1, it will become clear that this bike is unlike anything before. The R1 represents a major breakthrough in supersport technology and performance. Make no mistake, the R1's one-of-a-kind growl will speak to your soul.

**CROSSPLANE TECHNOLOGY DELIVERS POWER LIKE NEVER BEFORE:** The YZF-R1 is the first-ever production motorcycle with a crossplane crankshaft. First pioneered in MotoGP racing with the M1, crossplane technology puts each connecting rod 90° from the next, with an uneven firing interval of 270°- 180°- 90°- 180°. The result? Incredibly smooth, roll-on power delivery out of the corners with outrageous amounts of torque like you've never thought possible. It's like having two engines in one: the low-rpm torquey feel of a twin with the raw, high-rpm power of an inline 4.

**BODYWORK. THAT WORKS:** The R1's futuristic bodywork does more than add break-away-from-the-crowd styling. It has a serious, uncluttered look. The side fairing is smooth for a sleek appearance. And instead of the usual four-bulb headlight design, it has just two projector-type bulbs mounted closer to the nose of the bike. This positions ram air ducts closer in for a more compact, smooth design. And the rounded lenses are totally unique to the supersport industry.

**THIS CHANGES EVERYTHING:** The 2011 R1. More than a bike. It's a whole other level of technology...and performance.

Professional rider depicted on a closed course.



### CROSSPLANE CRANK

The crossplane crank swings four 78mm forged pistons on fracture-split connecting rods riding 36mm journals 90 degrees apart.



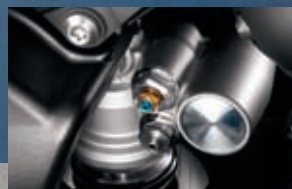
### TRACTION

A swingarm designed to increase traction and feel during acceleration.



### YCC-I

Yamaha Chip Control Intake (YCC-I) varies intake length for the broadest possible powerband. Dual-stage fuel injection mounts an injector above each intake.



### FOUR-WAY ADJUSTABILITY

Adjustable rear shock lets you tune for sharp bumps and sudden elevation changes independently.



YAMAHA, THE OFFICIAL MOTORCYCLE OF MAZDA RACEWAY LAGUNA SECA AND THE RED BULL U.S. GRAND PRIX, ALSO PROUDLY SUPPORTS YAMAHA CHAMPIONS RIDING SCHOOL AT MILLER MOTORSPORTS PARK.

To learn more about the YZF-R1,  
go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



# 2011

## YZF-R6

### TRACK TESTED. STREET SMART.

As its Daytona 200 victory proves, the 2011 R6 is designed to do one thing very, very well: get around a racetrack, any racetrack, in minimal time. It's all about a screaming, high rpm plus fuel-injected four-cylinder engine bristling with nearly every advanced trick from the Yamaha book, in a taut, tunable chassis that lets it maneuver from upright to full lean instantly—and carve tight, perfect lines. Oh yeah, there's one more thing: It's a great street bike, too.

Professional rider depicted on a closed course.

**YCC-I / YCC-T:** Yamaha Chip Control Intake (YCC-I) is a variable intake-length system that broadens the powerband and reinforces the R6's amazing high-rev hit. Yamaha Chip Control Throttle (YCC-T) is an advanced fly-by-wire system that translates your wrist's commands into seamless, smooth power delivery under all conditions.

**DUAL-STAGE FUEL INJECTION:** A dual-stage injector system feeds 13.1:1 compression ratio combustion chambers for right-now throttle response and an uninterrupted eruption of horsepower.

**SLIPPER CLUTCH:** The R6's ramp-type slipper clutch greatly reduces engine braking for smooth high-speed corner entries.

**LIGHTWEIGHT MATERIALS:** Magnesium subframe, titanium exhaust, Controlled-Fill die-cast aluminum chassis parts—it adds up to a bike that bends into corners effortlessly, clings to inside lines and shoots itself down the next straight.



#### PREDATORY

High-speed air runs straight through the steering head and into the airbox, where air velocity becomes air pressure. Dual-stage fuel injection and our exclusive Yamaha Chip Control Throttle deliver a smooth rush of power all the way to redline.



#### MAXIMUM TUNABILITY

Both ends of the R6, including its piggyback reservoir rear shock, are adjustable for both high- and low-speed compression damping—the better to deal with both sharp bumps and sudden elevation changes.



#### MAGNESIUM SUBFRAME

A cast magnesium subframe is even lighter than aluminum and stronger.



#### YAMAHA CHIP CONTROL INTAKE

At lower revs, cylinders like longer intake tracts, so the R6's funnels move downward. At higher revs, the funnels are positioned in the tall setting, effectively giving the cylinders the short intake tracts they prefer at high rpm. The end result is a broad powerband.

To learn more about the YZF-R6, go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)





# 2011 FZ8

## NAKED TRUTH. THE NEW FZ8.

Some will use the brand-new FZ8's talents to punish others. Most, however, will simply draw immense satisfaction knowing they could. A quick once-over of the FZ8's 779cc powerplant, broad torque curve and ultra-lightweight handling and you're daydreaming about the urban legends you could spawn—not to mention the pretty heads you could turn. Throw a leg over your FZ8, and let loose in the canyons of concrete and steel.

**MOTOR HEAD:** A new fuel-injected 779cc inline four boasts a new 4-valve cylinder head, varied length intake funnels, 4-into-2-into-1 exhaust system and is mated to a 6-speed transmission, which all together provide smooth power and torque from the low-end to the mid-range, while still being able to be revved out to high RPMs.

**STREETFIGHTER STYLING:** The headlight assembly, fuel tank, tail section and seat shape all comprise the minimalist naked bike styling to show that this bike was built for urban combat.

**COMFORTABLE ERGOS:** An upright riding position is perfect for attacking everything from gridlock and on-ramps to canyons and back roads. It's both sporty and comfortable.



**SMOOTH SUSPENSION**  
43mm inverted front fork and pre-load adjustable rear suspension allow the FZ8 to suit almost any riding conditions.



**BIG-TIME BRAKING**  
Monoblock calipers clamp down on 310mm front discs for fade-free braking performance. Sticky radial tires on lightweight, five-spoke 17" wheels provide sporty handling.



**ALUMINUM FRAME+SWINGARM**  
An aluminum cast frame and a control-filled die-cast aluminum swingarm provide the perfect balance of rigidity for carving corners as well as freeway commuting.



To learn more about the FZ8,  
go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)





# 2011

## BARE-KNUCKLE BRAWLER.

## FZ1

Knees slightly bent, back straight, arms ready to attack. Think of the FZ1 as an R1 ready to take on not just the racetrack, but the world: Heavy traffic, broken-up pavement, bad backs—this is a bike for fight or flight, and the choice is entirely up to the rider. There's more fuel-injected power in that smooth 20-valve four-cylinder than most riders will ever use, in a sure-footed chassis that makes this bike the rider's best ally—from track days, to commuting, to sport touring.

**ELECTRONIC FUEL INJECTION:** The ultimate street brawler delivers 998cc of fuel-injected previous generation R1 power. Revised ECU mapping further enhances lows and mids, and produces a more linear power curve.

**FOUR-INTO-ONE EXHAUST, EXUP VALVE:** Four-into-one chamberless short-style exhaust contains stainless steel EXUP and three-way catalyst with oxygen sensor for outstanding power delivery throughout the rev range and low emissions.

**FIVE-SPOKE R1 WHEELS, 190/50 REAR TIRE:** Light, R1-spec five-spoke wheels and fat radial tires, including a 190/50-ZR17 rear, complete the look and serve up the traction.

**ADVANCED, ADJUSTABLE SUSPENSION:** Adjustable suspension lets the FZ1 be dialed in for a wide range of uses—everything from urban assault to sport touring to track days.



**HEAVY DUTY**  
A 43mm inverted fork and big, 320mm front discs clamped by monoblock calipers provide more stopping power than you should ever need.



**ART THAT WORKS**  
A long, Controlled-Fill die-cast swingarm complements the light and strong aluminum frame. An adjustable shock serves up more than 5 inches of wheel travel for a nice plush-yet-sporty ride.



**INFLEXIBLE**  
An advanced aluminum frame shrink-wraps around its 20-valve R1-based engine. Bolting it up solidly at six points makes for a super-strong structure.

To learn more about the FZ1, go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



# 2011 FZ6R

## OWN THE CORNERS WITHOUT CUTTING ANY.

We packed the 2011 FZ6R with all the features that make it easy for beginning riders to get started: an adjustable seat that's close to the pavement, grips that reach back to meet you, and a torquey, 600cc engine you won't outgrow anytime soon. Then we covered its beautiful diamond steel frame in a sleek fairing, gave it a cool, R6-style low exhaust—and hung on a price tag that makes it way more affordable than it looks. Now what's your excuse for not getting the cool sportbike you always wanted?

Professional rider depicted on a closed course.

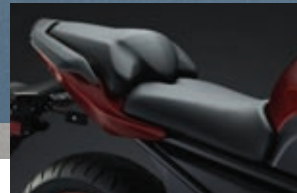
**POWER YOU CAN USE:** A 600cc fuel-injected, high-compression four-cylinder engine makes maximum power at just 10,000 rpm, and max torque at 9,000 rpm; that's the kind of linear power that's easily accessible and highly usable on the street.

**DIAMOND STEEL FRAME:** Allows the seat to be low so your feet can touch the ground, bolts solidly to the engine at four points, and is tuned for confident, sporty handling.

**LOOK THE PART:** A full fairing looks great and protects the rider; a 4-into-2-into-1 low-mount exhaust system emits a raspy snarl and contains a three-way catalytic converter for low emissions.



**AERODYNAMIC**  
A full fairing punches a nice still-air pocket in the atmosphere, and a bright halogen headlight lights up the night.



**ADJUSTABLE ERGONOMICS**  
The FZ6R seat is comfortable and low, but taller riders can adjust it nearly an inch higher. The handlebar also moves fore and aft in adjustable clamps for a custom fit.



**BINDERS**  
Dual lightweight 298mm front hydraulic disc brakes paired with a 245mm rear hydraulic disc brake provide great feel and excellent stopping power.



To learn more about the FZ6R,  
go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)





# 2011

## ULTIMATE SUPERSPORT TOURER. *FJR1300A*

Deep, smooth power that sends you down the road like a flat rock skimming a smooth lake, a perfectly tuned chassis that snaps solidly into corners and hangs onto the line you choose, powerful brakes with advanced ABS that bring you to a confident stop in all kinds of weather. All these are things close to our hearts. And they're even better when they're part of an advanced touring motorcycle that treats you to a velvety-smooth ride designed to go on all day long. Yamaha invented supersport touring. The FJR1300A defines it.

Professional rider depicted on a closed course.

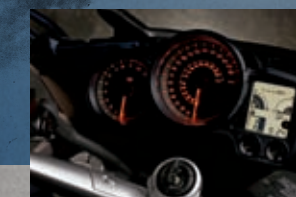
**SMOOTH POWER:** 1,298cc worth of fuel-injected power, with maximum torque at just 7,000 rpm; a low-vibration crankshaft and dual counterbalancers mean all you feel is seamless thrust.

**DURABLE DRIVETRAIN:** A 5-speed gearbox passes power to the rear wheel through a strong, silent and virtually maintenance-free shaft drive.

**ADVANCED AERO DESIGN:** A wind-tunnel designed airflow system and electric-adjustable windshield let the rider adjust airflow depending on ambient temperature for the most comfortable ride.

**ADJUSTABLE ERGOS:** Seat height can be set at 31.5 or 32.3 inches; handlebar pullback angle is three-position adjustable.

**HEATED GRIPS:** Keep your digits toasty when the going gets cold with adjustable electric-heated grips.



**LUXURIOUS**  
The FJR's are turned out with a level of fit, finish and sophistication that would look at home in an expensive touring car, including advanced, all-inclusive instrumentation.



**AIRFLOW**  
A handlebar-mounted button lets you adjust the electric windscreen to the right angle and adjustable fairing panels help pull hot air away from the engine and cockpit, allowing you to trim the FJR1300A for maximum comfort.



**COMBINED ABS**  
The front brake lever activates six of eight front brake caliper pistons. The rear brake pedal activates the rear caliper and the two remaining front pistons. Add a seamless electronic antilock system, and all-surface motorcycle braking doesn't get any better.

To learn more about the FJR1300A, go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)





2011

TMAX

MAXIMUM POWER. MAXIMUM STYLE.

2011

ZUMA/ZUMA 125

TWO SIZES. BOTH READY TO ZOOM.

A fuel-injected 499cc parallel-twin engine, a lightweight aluminum frame and radial tires on 15-inch wheels mean this scooter goes like a sportbike. The TMAX has more than enough power to run with freeway traffic, and its aerodynamic fairing and expansive cockpit will get you there in maximum comfort and style—returning 47 miles or more per gallon\* on average the whole way.

47  
MPG

Raven

**SLEEK DESIGN**  
Sculpted bodywork wraps around a high-tech aluminum frame, with integrated turn signals and grab handles.

**INSTRUMENTS**  
TMAX's all-inclusive cockpit display keeps you on top of all systems, including miles since last oil and V-belt services.

**QUIET AND CLEAN**  
A catalytic converter and oxygen sensor inside the TMAX's muffler help keep it running perfectly.

**BRIGHT LIGHTS**  
Halogen low and high beams provide plenty of visibility, ahead of a big, quiet cockpit.

\*ACCORDING TO EPA EMISSIONS FUEL ECONOMY TEST (LA-4).  
YOUR ACTUAL MILEAGE MAY VARY.

\*ACCORDING TO EPA EMISSIONS FUEL ECONOMY TEST (LA-4).  
YOUR ACTUAL MILEAGE MAY VARY.

**FUEL-EFFICIENT AND GREEN**  
A catalytic converter and oxygen sensor inside the Zuma 125's muffler keep emissions low and fuel economy high.

**SERIOUS HARDWARE**  
The Zuma 125's easy-to-read analog speedometer is flanked by a fuel gauge and indicator lights.

The biggest Zuma brings it all into the modern era with a clean, fuel-injected four-valve engine that cranks out 89 mpg.\* With its telescopic front fork, fat tires and rugged attitude, the Zuma 125 is designed to get you and a friend there, along with your gear, for years to come. Or choose the original Zuma: tough, bold and aggressive, its willing 49cc Autolube-injected engine and off-road-inspired running gear are ready to go practically anywhere—at up to 123 miles per gallon.\*

89  
MPG

ZUMA 125

Raven

123  
MPG

ZUMA

Team Yamaha Blue/White



To learn more about the TMAX & Zuma,  
go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



# 2011

## VINO CLASSIC

### A MODERN CLASSIC.

# 2011

## C<sup>3</sup>

### BOXY IS BEAUTIFUL.

The Vino Classic is what happens when you combine classic styling with modern engineering—an elegantly simple solution to the age-old problem of getting where you need to be with maximum efficiency and style—with a little joie de vivre thrown in for fun. Powered by a clean, reliable 49cc four-stroke engine that starts with the push of a button and gets great gas mileage (110 mpg\*). Featuring a fully automatic transmission and super low-maintenance drive system, the Vino Classic is ready to immediately transform driving drudgery into something more like a daily mini-vacation. Life's short, the Vino Classic helps you live a little.

110  
MPG

Seashell



\*ACCORDING TO EPA EMISSIONS FUEL ECONOMY TEST (LA-4).  
YOUR ACTUAL MILEAGE MAY VARY.

That cube shape gives the C<sup>3</sup> great storage capacity—about 9 gallons—and it's hard to beat a 49cc fuel-injected four-stroke engine that gets up to 115 miles on a single gallon of fuel\*. Big wide tires, motorcycle-style fork and that zippy engine mean it's a hoot to ride, too.

115  
MPG

Pearl White



\*ACCORDING TO EPA EMISSIONS FUEL ECONOMY TEST (LA-4).  
YOUR ACTUAL MILEAGE MAY VARY.



**A SPORTY PLUSH**  
A hydraulic telescopic fork up front and a single shock at the rear serve up a smooth ride.



**FULLY INFORMED**  
Speedometer, odometer, fuel gauge and indicator lights are all here.

To learn more about the Vino Classic & C<sup>3</sup>,  
go to [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



2011 STREET SPECS						
ENGINE	YZF-R1	YZF-R6	FZ1	FZ8	FZ6R	FJR1300A
ENGINE TYPE	998cc liquid-cooled inline 4-cylinder; DOHC, 16 valves (titanium intake valves)	599cc liquid-cooled inline 4-cylinder; DOHC, 16 titanium valves	998cc liquid-cooled inline 4-cylinder; DOHC, 20 valves	779cc liquid-cooled inline 4-cylinder; DOHC, 16 valves	600cc liquid-cooled inline 4-cylinder; DOHC, 16 valves	1298cc liquid-cooled inline 4-cylinder; DOHC, 16 valves
BORE x STROKE	78.0 x 52.2mm	67.0 x 42.5mm	77.0 x 53.6mm	68.0 x 53.6mm	65.5 x 44.5mm	79.0 x 66.2mm
COMPRESSION RATIO	12.7:1	13.1:1	11.5:1	12.0:1	12.2:1	10.8:1
CARBURETION	Fuel injection with YCC-T and YCC-I	Fuel injection with YCC-T and YCC-I	Fuel injection	Fuel injection	Fuel injection	Fuel injection
IGNITION	TCI: Transistor Controlled Ignition	TCI	Digital TCI	Digital TCI	Digital TCI	TCI
TRANSMISSION	6-speed; multiplate slipper clutch	6-speed; multiplate slipper clutch	6-speed; multiplate wet clutch	6-speed; multiplate wet clutch	6-speed; multiplate wet clutch	5-speed; multiplate wet clutch
FINAL DRIVE	#530 O-ring chain	Chain	O-ring chain	O-ring chain	Chain	Shaft
CHASSIS						
SUSPENSION/FRONT	43mm inverted fork; fully adjustable, 4.7-in travel	41mm inverted fork; 4-way adjustable, 4.7-in travel	43mm fork; fully adjustable, 5.1-in travel	43mm fork; 5.1-in travel	Telescopic fork, 5.1-in travel	48mm fork; fully adjustable, 5.4-in travel
SUSPENSION/REAR	Single shock w/piggyback reservoir; 4-way adjustable, 4.7-in travel	Single shock; 4-way adjustable, 4.7-in travel	Single shock; adjustable preload and rebound damping, 5.1-in travel	Single shock; adjustable preload, 5.1-in travel	Single shock; 5.1-in travel	Single shock; adjustable preload and rebound damping, 4.8-in travel
BRAKES/FRONT	Dual 310mm disc; radial-mount forged 6-piston calipers	Dual 310mm floating disc; radial-mount 4-piston calipers	Dual 320mm floating disc, 4-piston calipers	Dual 310mm floating disc, 4-piston calipers	Hydraulic disc, 298mm	Dual 320mm disc, UBS ABS
BRAKE/REAR	220mm disc; single-piston caliper	220mm disc; single-piston caliper	245mm disc; single-piston caliper	267mm disc; single-piston caliper	Hydraulic disc, 245mm	282mm disc, UBS ABS
TIRES/FRONT	120/70-ZR17	120/70-ZR17	120/70-ZR17	120/70-ZR17	120/70-ZR17	120/70-ZR17 radial
TIRES/REAR	190/55-ZR17	180/55-ZR17	190/50-ZR17	180/50-ZR17	160/60-ZR17	180/55-ZR17 radial
DIMENSIONS						
OVERALL DIMENSIONS (L x W x H)	81.1 x 28.1 x 44.5 in	80.3 x 27.6 x 43.3 in	84.3 x 30.3 x 47.4 in	84.3 x 30.3 x 41.9 in	83.5 x 30.3 x 46.7 in	88.2 x 29.3 x 52.4 in
SEAT HEIGHT	32.8 in	33.5 in	32.1 in	32.1 in	30.9 in	31.69 or 32.48 in
WHEELBASE	55.7 in	54.3 in	57.5 in	57.5 in	56.7 in	60.8 in
RAKE (CASTER ANGLE)	24.0°	24.0°	25.0°	25.0°	26.0°	26.0°
TRAIL	4.0 in	3.8 in	4.3 in	4.3 in	4.1 in	4.3 in
FUEL CAPACITY	4.8 gal	4.6 gal	4.75 gal	4.5 gal	4.6 gal	6.6 gal
*EST. FUEL ECONOMY	N/A	40 mpg	N/A	39.8 mpg	N/A	39 mpg
**WET WEIGHT	454 lb	414 lb	485 lb	470 lb	467 lb	641 lb
COLORS	Team Yamaha Blue/White; Candy Red ; Raven	Team Yamaha Blue/White; Candy Red ; Raven	Liquid Silver	Raven	Reddish Copper/Raven; Raven	Liquid Silver

Specifications subject to change without notice. \*\* Wet weight includes the vehicle with all standard equipment and all fluids, including oil, coolant (as applicable) and a full tank of fuel. It does not include the weight of options or accessories. Wet weight is useful in making real-world comparisons with other models.



**EF2000iS INVERTER**

Powerful, portable and retro-cool, it delivers maximum output with minimum effort. Weighing a mere 44 compact pounds, it features an extra-large handle for easy transport to your favorite track, desert, campsite—almost anywhere.

**INVERTERS/GENERATORS>>>**

Whatever you've got going on in the outdoors, we've got the power equipment you need to make sure it all keeps humming along as planned. More than 50 years of building the highest-quality machines from the highest-quality materials means Yamaha products are designed to outlast and outperform under the toughest conditions.



**EF2400iS INVERTER**

The 2400iS inverter generator produces the highest output in its class from a compact, quiet package that weighs only 70 pounds—enough juice here to power up most 13,500 BTU air conditioners.



**EF3000iSEB INVERTER**

It weighs only 151 pounds, but this value-packed unit still packs Pulse Width Modulation technology and Smart Throttle, which automatically varies engine speed based on load.

2011 SCOOTER SPECS						
ENGINE	ENGINE TYPE	TMAX	VINO CLASSIC	C3	ZUMA 125	ZUMA
ENGINE TYPE	499cc liquid-cooled DOHC 4-stroke forward-inclined twin; 4 valves	499cc liquid-cooled DOHC 4-stroke single; SOHC, 3 valves	49cc liquid/air-cooled 4-stroke single; 4 valves	49cc liquid-cooled SOHC 4-stroke single; 3 valves	125cc forced air-cooled SOHC 4-stroke single; 4 valves	49cc air-cooled 2-stroke single; reed-valve inducted
BORE x STROKE	66.0 x 73.0mm	38.0 x 43.5mm	38.0 x 43.5mm	52.4 x 57.9mm	40.0 x 39.2mm	
COMPRESSION RATIO	11.0:1	12.0:1	12.0:1	10.0:1	7.0:1	
FUEL DELIVERY	Electronic fuel injection	Teikei 14mm	Electronic fuel injection	Electronic fuel injection	Teikei 14mm	
TRANSMISSION	CVT double-cog V-belt automatic	V-belt automatic	Constantly variable automatic	V-belt automatic	V-belt automatic	
CHASSIS						
SUSPENSION/FRONT	43mm telescopic fork	Telescopic fork; 2.3-in travel	Telescopic fork; 2.3-in travel	27mm telescopic fork	Telescopic fork; 2.6-in travel	
SUSPENSION/REAR	Swingarm	Unit swing; 2.2-in travel	Unit swing; 2.2-in travel	Dual shock	Dual shock	
BRAKES/FRONT	267mm disc	110mm drum	110mm drum	220mm disc	155mm disc	
BRAKE/REAR	267mm disc	110mm drum	110mm drum	Drum	Drum	
TIRES/FRONT	120/70-15 67H Radial	90/90-10	120/70-12 51L	120/70-12 51L	120/90-10	
TIRES/REAR	160/60-15 67H Radial	90/90-10	120/90-10	130/70-12 56L	130/90-10	
DIMENSIONS						
OVERALL DIMENSIONS (L x W x H)	86.4 x 30.5 x 56.9 in	65.6 x 24.8 x 39.6 in	73.0 x 27.0 x 41.1 in	75.2 x 30.1 x 43.8 in	74.4 x 27.8 x 43.7 in	
SEAT HEIGHT	31.5 in	28.1 in	28.9 in	30.7 in	30.1 in	
WHEELBASE	62.2 in	45.7 in	50.4 in	50.8 in	50.2 in	
GROUND CLEARANCE	4.9 in	3.3 in	4.5 in	3.7 in	4.7 in	
FUEL CAPACITY	4.0 gal	1.2 gal	1.2 gal	1.6 gal	1.5 gal	
*EST. FUEL ECONOMY	47 mpg	110 mpg	115 mpg	89 mpg	123 mpg	
**WET WEIGHT	489 lb	178 lb	198 lb	207 lb	207 lb	
COLORS	Raven	Pearl White	Seashell	Raven	Team Yamaha Blue/White	

\*According to EPA Emissions Fuel Economy Test (LA-4), your actual mileage may vary. \*\* Wet weight includes the vehicle with all standard equipment and all fluids, including oil, coolant (as applicable) and a full tank of fuel. It does not include the weight of options or accessories. Wet weight is useful in making real-world comparisons with other models.

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There are few joys in life equal to the free-spirited thrill and experience of motorcycling. And that's why it's important for all of us to do our part as responsible riders. By following logical, common-sense rules, we can maintain season after season of unparalleled enjoyment of our sport. Always remember to review your Yamaha Owner's Manual and Tips Booklet before you ride. Before each ride, take time to check all your equipment. Always wear an approved helmet, eye protection, long-sleeved shirt, long pants, gloves and boots. And always be sure your bike is in first-class condition before riding. Never ride an off-road motorcycle on paved surfaces or public roads; never carry passengers; never engage in stunt riding and avoid excessive speed. Provide parental supervision when a motorcycle is being operated by a minor. Every motorcycle rider should be aware of the limits of his or her skills, experience and abilities and ride accordingly. Beginners should be extremely cautious and allow extra time and distance for maneuvering and braking. All riders should ride well within the limits of their abilities, never beyond them. Do not drink and ride. It is illegal and dangerous. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF course, please call 1-800-446-9227. The riders used during photography of this brochure are highly skilled, very talented professional racers. All of the action was shot on a closed course, and is not intended to be duplicated in any way. Yamaha reserves the right to change specifications without notice. Confirm with your dealer before purchase. Specifications and measurements are approximations and subject to variances. Sportbikes feature a 1-Year Limited Factory Warranty. Limited warranty does not apply to units used for racing. See your dealer for details. Printed on recycled paper in the U.S.A. To find the Yamaha Dealer nearest you, call 1-800-88-YAMAHA.

YAMAHA, THE OFFICIAL MOTORCYCLE OF MAZDA RACEWAY LAGUNA SECA AND THE RED BULL U.S. GRAND PRIX,  
ALSO PROUDLY SUPPORTS YAMAHA CHAMPIONS RIDING SCHOOL AT MILLER MOTORSPORTS PARK.

YAMAHA GENUINE PARTS AND ACCESSORIES  
CHECK OUT THE COMPLETE LINE OF YAMAHA GENUINE ACCESSORIES AND APPAREL AT  
**YAMAHA-MOTOR.COM**



Y.E.S. provides complete peace of mind, with nationwide coverage at any Yamaha dealer that protects you from expensive repair bills by extending your warranty. Plus, there's no deductible and Y.E.S. is fully transferable. For more information and a rate quote, see your dealer or visit [yamaha-motor.com](http://yamaha-motor.com)





# 2011

## GENUINE YAMAHA TECHNOLOGY RACING

What sets Genuine Yamaha Technology Racing (GYTR) accessories apart from all the rest? It's the winning combination of world-renowned Yamaha technology, insistence on using only the highest quality materials, and superior design. Yamaha's rigorous testing is second to none and ensures proven durability and performance. All GYTR accessories are race-inspired and designed to perform like nothing else. That's why people who know insist on only the best and ask for GYTR by name. Check out the complete line of Yamaha Genuine Accessories and Apparel at [YAMAHA-MOTOR.COM](http://YAMAHA-MOTOR.COM)



YZF-R1 shown with available vintage body kit and accessories.

**A) RIDING APPAREL** From high-performance racing brands such as Arlen Ness and Alpinestars, to Genuine Yamaha casual wear for men, women and kids, a huge selection of styles are now available through your local Yamaha dealer. **B) GYTR® DUAL SLIP-ON CARBON FIBER MUFFLERS** Deliver a significant increase in power throughout the rpm range with a maximum 4-hp gain while providing up to a 2 ft-lb increase in torque. Carbon fiber muffler shell with brushed stainless steel inlet pipe and end cap. Machined billet aluminum muffler mounts. Completely rebuildable. 2.4 pounds lighter than stock. Meets 2010 AMA(r) sound requirements. For closed-course competition only. **C) GYTR® CARBON FIBER TANK TRIM** These strong but lightweight tank trim pieces feature a great-looking carbon fiber weave. **D) FRAME SLIDER PROTECTORS** Helps protect the frame and bodywork.

**GYTR**®



Professional rider depicted on a closed course.

