



Icon evolved

With its stripped back style and raw power the XJR1300 has all the street presence you need. The latest edition to the Sports Heritage range is the first Yamaha to come 'custom built' from the factory with a number of unique features that add a real sense to its heritage.

The slimmer fuel tank design and sculpted solo-seat style combined with aluminum side covers and tapered handlebars pay homage to the classic production racers of the 1970s whilst being wrapped in the latest materials.

The XJR's construction has been simplified with the frame and electrics so although it's born custom from the factory it's more accessible for owners at home.



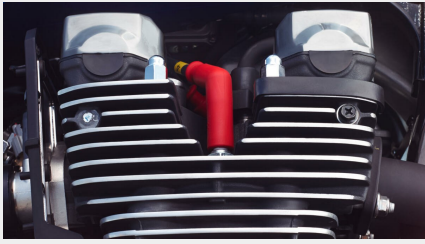
- 4-cylinder DOHC 1,250cc air-cooled engine
- 98hp - 108 Nm
- Muscular, stripped back functional beauty
- Largest displacement air-cooled engine
- Raw torque output
- Slim fuel tank design with race-bred look
- 4-2-1 matt black exhaust and new design end cap
- Solo-style seat design
- DLC (Diamond-like Carbon) coated inner tubes front
- 180mm diameter multi-reflector headlight
- Öhlins rear suspension

Born customized

The XJR1300 is back as the latest offering in the Sports Heritage Range. 20 years of evolution have delivered a stunning take on the iconic machine. Featuring the largest displacement inline-4 air-cooled engine in the market, the raw power and stripped back style commands respect.

The XJR1300's slim racer-style fuel tank and aluminium handlebars show off the aggressive large displacement air-cooled muscular engine.

A solo-seat styled design is complemented with an aluminium side cover in the style of a seventies racer number plate with three mesh inserts. The look is complete with a black 4-2-1 exhaust and new styled tail cap design.



Muscular powerful air-cooled inline-4 engine

The beating heart of the XJR1300 is the DOHC 4-valve, air-cooled 4-stroke, 4-cylinder engine. This is the largest displacement of any on the market. With maximum torque reached at 6,000 rpm, the XJR1300 has a broad range of torque on offer right from the off.



Slim fuel tank design

The fuel tank of the XJR1300 has been redesigned and now has a narrower, sleeker look. The new compact, minimalist design offers a concave knee pocket based on old race machines. The slimmer look means the rider is now even pre aware of the impressive engine, seemingly straddling it directly.



4-2-1 matt black exhaust system

The 2015 machine's stripped back style reflecting the iconic racers of the past is enhanced by the matt black four into one exhaust pipes and muffler. The muffler is finished with a newly designed, substantial end cap, completing the look.



Sculpted solo-seat style

Every aspect of the latest XJR is influenced by the stripped back, simplified style and the new seat is no exception. A beautifully sculpted design gives the appearance of a single seat with retro stitching lines and a riding position that matches the sporty ride.



Racing plate style aluminium side covers

The retro styling of the XJR continues with aluminium side covers in the style of a classic racing plate. The covers reflect the design of the racers of the 1970s. The plates have a buffed finish and include three round, air scoop style holes with mesh inserts that actively direct airflow into the powerful engine.



Tapered Handlebars

Lightweight aluminium tapered handlebars offer improved strength and balance for the new XJR. The position of the bars is slightly higher to combine with the sculpted solo-seat design in giving greater freedom of riding position.

Engine

Engine type	4-stroke; Air-cooled; DOHC; Forward-inclined parallel 4-cylinder; 4-valves
Displacement	1,251cc
Bore x stroke	79.0 mm x 63.8 mm
Compression ratio	9.7 : 1
Lubrication system	Wet sump
Clutch Type	Wet; Multiple Disc; multiple-disc coil spring
Ignition system	TCI
Starter system	Electric
Transmission system	Constant Mesh; 5-speed
Final transmission	Chain
Maximum power	71.9kW (98PS) @ 8,000 rpm
Maximum Torque	108.4Nm (11.1kg-m) @ 6,000 rpm

Chassis

Frame	Double cradle
Front suspension system	Telescopic forks
Front travel	130 mm
Rear suspension system	Swingarm
Rear Travel	120 mm
Front brake	Hydraulic dual disc, Ø298 mm
Rear brake	Hydraulic single disc, Ø267 mm
Front tyre	120/70 ZR17M/C (58W)
Rear tyre	180/55 ZR17M/C (73W)
Caster Angle	24.70°
Trail	92mm

Dimensions

Overall length	2,190 mm
Overall width	820 mm
Overall height	1,120 mm
Seat height	829 mm
Wheel base	1,500 mm
Minimum ground clearance	133 mm
Wet weight (including full oil and fuel tank)	240 kg
Fuel tank capacity	14.5litres
Oil tank capacity	4.2litres

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