



## Classic Japanese engineering in a bobber style with a twist

Drawn by iconic Yamahas of the past, fabrication specialists all over the world have used the traditional Japanese quality engineering as a basis to build a new style of bike. Individual to its creator and reflecting their own influences, at their heart these creations remain true to the core principles of engineering excellence ingrained within every Yamaha.

Now Yamaha is providing inspiration to a new generation of rider with the XV950R, a bobber that lends itself perfectly to self-expression. An enhanced version of the XV950, the XV950R has ABS, twin piggy back shocks with compression adjustment, a buckskin-look seat and a unique paint.

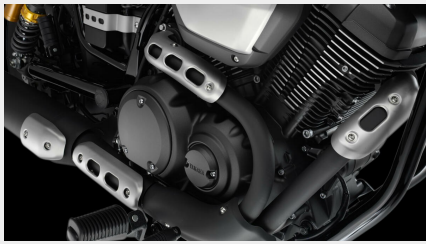


- Air-cooled 60-degree SOHC V-twin engine
- Revised intake system for outstanding efficiency
- Compact air cleaner for improved torque
- Boosted low to mid-range performance
- 2-into-1 exhaust pipe hugs the engine's form
- Rubber damped clutch to reduce rider fatigue
- Buckskin-look seat cover
- Double cradle frame for light and agile handling
- 12-spoke cast wheels with ABS as standard
- Wave style 298mm discs with floating rotors
- Piggy back shock absorbers with adjustable damping

## Born with performance

Now Yamaha is opening the door to the world of customisation to every rider with the new XV950R— a bobber that encapsulates the character and personality of those original back street creations in a new neo retro Japanese look with a sharp edge.

Compact and stylish with a low seat height, the XV950R delivers a sporty ride while retaining the character that is a critical part of owning such an individual machine. Yamaha's flat line style and use of exposed metal accentuates the bike's pure simplicity while the V-twin motor provides spirited performance. The XV950R takes the relaxed attitude of a bobber and injects an element of sporting ability with upgraded suspension.



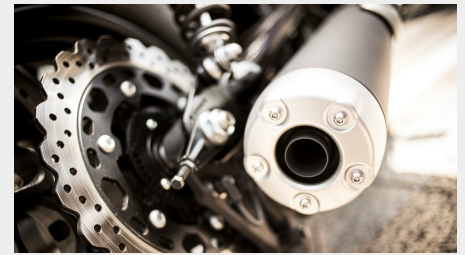
## Fuel-injected V-twin engine

The air-cooled 60-degree V-twin engine produces 80 Nm of torque at 3,000 rpm, making it ideal for urban use as well as spirited performance outside of the city's limits. With a capacity of 58-cubic-inches (942cc) the motor's cylinders have a composite plating while the piston is built from forged aluminium for reliability as well as performance.



## Revised intake system

Designed for outstanding efficiency and to contribute to the pure look of the bike, the new compact air cleaner is located on the right side of the motor. Flow analysis and road test evaluations have demonstrated this new style of air cleaner gives the XV950R motor excellent torque characteristics at low revs.



## Re-modelled exhaust system and 3D ECU maps

New 3D maps for the ignition timing and fuel injection increase the V-twin engine's already excellent acceleration in the mid and low-speed ranges, optimising its urban performance. To match this new fuel mapping, and further boost low to mid-range acceleration, the XV950R also features a newly designed 2-into-1 exhaust pipe layout.



## New double cradle steel frame

The V-twin engine has a rigid mount system to transfer the motor's pulse through to the rider. A short wheelbase provides a light and agile ride for maximum manoeuvrability as well as a neutral and stable feeling when cruising. 41 mm conventional style forks compliment the traditional look of the adjustable twin piggy back shock absorbers.



## New 12-spoke wheels with wave discs

To keep the bobber look, the XV950R utilises newly designed 12-spoke cast wheels in 100/90-19 size front and 150/80-16 size rear. Together with the sporty suspension and floating rotor 298 mm wave discs, these wheel and tyre sizes offer the optimum balance of performance, grip and feeling from the road's surface. ABS is standard fitment.



## Slim and stripped down look

Yamaha's unique flat line style and use of exposed metal components accentuates the bike's pure simplicity while the V-twin motor gives a compact heart to the motorcycle. The XV950R has a raw metallic image while remaining simple in its design and sporty in its performance.

## Engine

Engine type	Air-cooled; 4-stroke; SOHC; 4-valves; V-type 2-cylinder
Displacement	942cc
Bore x stroke	85.0 mm x 83.0 mm
Compression ratio	9.0 : 1
Lubrication system	Wet sump
Clutch type	Wet; Multiple Disc
Ignition system	TCI
Starter system	Electric
Transmission system	Constant Mesh; 5-speed
Final transmission	Belt
Fuel system	Fuel Injection
Maximum power	40kW (54.3PS) @ 5,500 rpm
Maximum torque	79.5Nm (8.1kg-m) @ 3,000 rpm
Fuel consumption	5l/100km
CO2 emission	115g/km

## Chassis

Frame	double cradle
Front suspension system	Telescopic forks, Ø41 mm
Front travel	135 mm
Rear suspension system	Swingarm
Rear travel	110 mm
Front brake	Hydraulic single disc, Ø298 mm
Rear brake	Hydraulic single disc, Ø298 mm
Front tyre	100/90-19M/C 57H (Tubeless)
Rear tyre	150/80B16M/C 71H (Tubeless)
Caster angle	29°
Trail	130mm

## Dimensions

Overall length	2,290 mm
Overall width	830 mm
Overall height	1,120 mm
Seat height	690 mm
Wheel base	1,570 mm
Minimum ground clearance	130 mm
Wet weight (including full oil and fuel tank)	252 kg
Remark	EU4 compliant
Fuel tank capacity	13litres
Oil tank capacity	4.3litres