

The era of total control

Producing 200PS, the R1's 998cc inline 4-cylinder 4-valve engine is our most powerful production bike. And with its M1-derived crossplane technology, this superbike pushes out strong linear torque with outstanding traction.

The short wheelbase Deltabox chassis features a magnesium rear frame and long swingarm for outstanding handling on the track. And race developed suspension and magnesium wheels show that this bike is a serious contender.

But what really gives you the edge is the R1's high tech electronic control technology. By offering precise control, every rider has the chance to reveal their true potential.



- 998cc 200PS crossplane 4-cylinder engine
- Highly advanced electronic control systems
- 6-axis IMU with Gyro/G sensors for 3D motion data
- Banking sensitive Traction Control/Slide Control
- Front Lift Control and Launch Control
- Banking sensitive Racing ABS/Unified Brake System
- Short wheelbase aluminium Deltabox frame
- 199 kg wet weight
- Upward truss type swingarm/magnesium rear frame
- Magnesium wheels and aluminium fuel tank
- One-click' adjustable riding modes

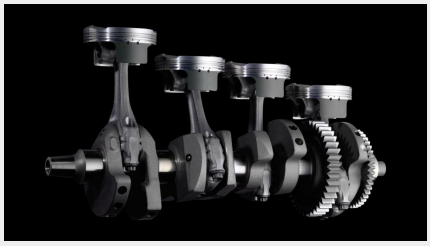
Yamaha YZF-R1. We R1

Packed with MotoGP YZR-M1 technology, a crossplane engine, short wheelbase chassis and high-tech electronics, the R1 is ready to connect to your body and take your riding to a new level.

Developed without compromise using YZR-M1 MotoGP technology, the R1 was born for the track. 200PS, 199kg and 1,405mm wheelbase give an insight into its capabilities. But it's what you can't see that makes this focused superbike so special.

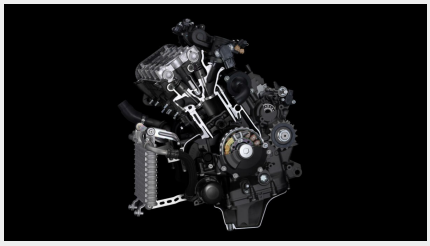
Its central nervous system is a 6-axis Inertial Measurement Unit that constantly senses chassis motion in 3D, creating controllability over traction, slides, front wheel lift, braking and launches. Yamaha R1. We R1.

YZF-R1



M1-derived 200PS crossplane engine

The R1 is powered by a 998cc crossplane 4 cylinder 4-valve engine that develops 200PS - without ram air pressurization. Derived from our winning YZR-M1 MotoGP bike, its crossplane crankshaft gives an uneven 270° - 180° - 90° - 180° firing sequence for high levels of linear torque.



High-compression cylinder head and lightweight internals

To achieve optimal performance the engine uses a high compression 13:1 cylinder head featuring a pent roof combustion chamber with large diameter intake and exhaust valves. And for instant response with high power and strong linear torque, the R1 is equipped with titanium con rods and forged aluminium pistons.



High volume air intake

For optimal intake efficiency a YZR-M1-type central air inlet feeds a large capacity 10.5 litre airbox. Fresh air is force fed into the electronically activated Yamaha Chip Controlled Intake (YCC-I) funnels that adjust their length to match engine rpm for optimum power characteristics, to give high levels of useable performance.



Lightweight titanium exhaust and midship muffler

For peak power and strong linear torque, the crossplane engine is equipped with a lightweight 4-2-1 exhaust system. A servomotor controlled exhaust valve adjusts gas flow for enhanced response and stronger engine output, while the compact mid ship muffler contributes towards mass centralization and emits a unique growl.



Compact Deltabox chassis

The aluminium Deltabox frame features a long upward-truss type swingarm and magnesium rear frame, underlining the R1's strong M1 racebike heritage. The short 1,405mm wheelbase chassis and the R1's low wet weight of just 199kg give the R1 a high level of agility and responsiveness for outstanding race and track performance.



YZR-M1 inspired cowling

With its central forced air intake, high screen and low headlight position, the R1's aerodynamic front cowl has an unmistakable M1 race bike silhouette. Compact LED headlights on either side of the air intake emphasize the race-ready look, while twin LED position lights give this superbike a truly unique face.

YAMAHA
Revs Your Heart

YZF-R1

Engine	
Engine type	4-stroke; Liquid-cooled; DOHC; Forward-inclined parallel 4-cylinder; 4-valves
Displacement	998cc
Bore x stroke	79.0 mm x 50.9 mm
Compression ratio	13.0 : 1
Lubrication system	Wet sump
Clutch Type	Wet; Multiple Disc
Ignition system	TCI (digital)
Starter system	Electric
Transmission system	Constant Mesh; 6-speed
Final transmission	Chain
Maximum power	147.1kW (200.0PS) @ 13,500 rpm
Maximum Torque	112.4Nm (11.5kg-m) @ 11,500 rpm
Fuel consumption	7.2l/100km
CO2 emission	167g/km

Chassis	
Frame	Diamond
Front suspension system	Telescopic forks, Ø43 mm
Front travel	120 mm
Rear suspension system	Swingarm; link suspension
Rear Travel	120 mm
Front brake	Hydraulic dual disc, Ø320 mm
Rear brake	Hydraulic single disc, Ø220 mm
Front tyre	120/70 ZR17M/C (58W)
Rear tyre	190/55 ZR17M/C (75W)
Caster Angle	24°
Trail	102mm

Dimensions	
Overall length	2,055 mm
Overall width	690 mm
Overall height	1,150 mm
Seat height	855 mm
Wheel base	1,405 mm
Minimum ground clearance	130 mm
Wet weight (including full oil and fuel tank)	200 kg
Fuel tank capacity	17litres
Oil tank capacity	3.9litres