



YXZ1000R SS LE



Changing the way you race

We entered the ROV market as the world's leading manufacturer of sports ATVs – and this unique perspective has given us the ability to create the next generation of adrenaline-charged SxS models.

Yamaha is built on racing success. With our winning track record in making high performance ATVs, it is perhaps no surprise that we have completely transformed the SxS scene – first with the YXZ1000R, and now with the game changing YXZ1000R SS LE.

Offering the next level in pure sports performance - combined with the outstanding control delivered by the clutchless LE paddle shift system - the Sport Shift model is ready to change the way you race.



- Redesigned, refined and improved
- New front hood and sleek, straight ROPS design
- Compact, high-powered 3-cylinder 998cc engine
- Dual Hi Flow rear mounted cooling radiators
- New Gear ratio 5-speed gearbox with reverse
- Sport-Shift paddle shifters give total control
- Intelligent Yamaha Chip Controlled Shift
- Refined fast and efficient clutchless LE shifting
- Seamless LE upshifting even on full throttle
- Easy to operate launch control system
- Recalibrated FOX® Podium 2,5 front & rear shocks

Redesigned, refined and improved

The Model Year 2019 YXZ1000R Sport Shift LE received an impressive number of updates from design to refined and recalibrated mechanical and electrical specifications, improved functionality resulting in stunning overall performance.

We're taking off road performance to the next level with the YXZ1000R SS LE - the highest specification SxS ever! Its rally-style paddle shift gives instant fingertip control for clutchless full throttle shifting. And with its YCC-S activated launch control system, nothing comes close to the YXZ1000R SS LE from a standing start.

Equipped with 29" Inch Big Horn tyres on 14-inch cast aluminium wheels and recalibrated long travel suspension, the YXZ1000R SS LE is built to dominate the most extreme terrain.



High-performance 3-cylinder engine

The YXZ1000 R motor is an ultra-compact 3-cylinder layout, the 998cc DOHC -12 valve engine delivers breathtaking acceleration up to its thrilling 10,500 rpm red line, creating a whole new class in the SxS world. Durability is improved with the updated conrods and ready for further race tuning.



Rear Mounted Radiator

The radiator moved from the front of the vehicle to rear cargo area to avoid mud clogging. The Hi Volume Twin radiator fans provide a massive airflow to control engine temperature under any circumstance.



Clutchless Sport Shift system

The Sport Shift (SS) system is similar to the design used on rally and race cars, and features paddles on either side of the steering column. The refined and recalibrated electronics let you shift now even more rapidly through the 5-speed gearbox using only your fingertips!



Yamaha Chip Controlled Shift (YCC-S)

The intelligent Yamaha Chip Controlled Shift (YCC-S) is the key to the Sport Shift system. The sophisticated YCC-S monitors a series of sensors and instantaneously disengages and engages the clutch when required to give seamless deceleration or acceleration. The changed - lower- Gear ratio of the gearbox required a new calibration which resulted faster clutch shifting and clutch engagement at lower speed to improve crawling performance.



Fighter style ergonomic cockpit

The driver and passenger sit in a fighter style cockpit equipped with bucket seats that add to the feeling of security. The ergonomic layout features all the controls close at hand, and there is a clear view through the sports steering wheel to the analogue tachometer and digital speedometer that feature an array of warning lights.



Body & ROPS design changes

Cargo area is redesigned as result of the relocation of the Radiator, also front hood styling is improved with room to install optional night riding LED lights. The ROPS has a straight top bar, it doesn't only look sleeker but also improves forward visibility when climbing. The extra rear cross bar adds to the overall structural strength.

Engine

Engine type	Liquid-cooled; 4-stroke; 4-valves; DOHC; Three Cylinder
Displacement	998cc
Bore x stroke	80.0 mm x 66.2 mm
Compression ratio	11.3:1
Ignition system	TCI
Lubrication system	Dry sump
Starter system	Electric
Transmission system	Constant Mesh; 5-speed.forward
Drive system	On-Command® 2WD, 4WD, 4WD with Diff-lock
Final transmission	Shaft
Fuel system	Triple Mikuni 41 mm

Chassis

Front suspension system	Independent double wishbone with Anti-Sway bar, 412 mm wheel travel
Rear suspension system	Independent double wishbone with Anti-Sway bar, 432 mm wheel travel
Front brake	Dual hydraulic disc
Rear brake	Dual hydraulic disc; Shaft mounted parking brake
Front tyres	Maxxis Boghorn M917, AT29x9.00R-14, Cast aluminium wheels bead lock
Rear tyres	Maxxis Boghorn M918, AT29x11.00R-14, Cast aluminium wheels bead lock

Loading limits

Cargo bed	136kg
-----------	-------

Dimensions

Overall length	3,121mm
Overall width	1,626mm
Overall height	1,834mm
Wheelbase	2,300mm
Minimum ground clearance	330mm
Wet weight (including full oil and fuel tank)	685kg / 699kg
Fuel tank capacity	34.0 L
Oil tank capacity	3.4 L
Min. turning radius	6.0m

Additional feature

Steering System	Ackermann-type with Electronic Power Steering
-----------------	---