



Ride the Legend

Over the years Yamaha has created many iconic models that have stood the test of time. None more so than the XT500. Simple, strong and versatile, it became Europe's best loved bike. The design implications of the XT500, together with the emotional enjoyment, are the foundations in the XTribute.

To refine the riding performance the XSR700 XTribute receives new improved, larger 298mm brake discs, a revised front fork and Block pattern Pirelli MT 60 RS Tires. To accompany the all-black handles and levers, the switches too have received a technical upgrade, making them more user-friendly. The radiator has updated side covers, just like the repositioned headlight received new integrated stays.



- 35kW A2 version also available
- XSR family LED lighting
- Revised cockpit layout with integrated headlight stays
- Retro XT inspired '1981' colours and graphics
- 690cc CP2 high-torque EU5 engine
- Light and slim tubular backbone frame
- Off road handlebars and chunky footrests
- Block-pattern Pirelli MT 60 RS tires for street and gravel road riding
- Special XT-style flat seat, fork gaiters and integrated headlight stays
- Light, compact and agile

Weighing in at just 190kg wet, the XSR700 XTribute is one of the lightest scramblers in the category. The steel subframe and compact chassis is one of the most agile and maneuverable designs in the class, making the XTribute ideal for urban use as well as chasing a thrilling ride on the open road. But the XTribute also allows you to explore the more adventurous gravel roads.

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Besides the clear design references from the XT500 in the XSR700 XTribute, both motorbikes share a number of important characteristics, that make them easy to love. Both the XT500 and the XTribute have a relatively simple design, useable power and an all-round versatility. Just pure and honest fun accompanied with Yamaha's high regard for quality.

This special combination of timeless good looks and modern technology perfectly illustrates the true spirit of the Faster Sons philosophy. With its unique specification the XSR700 XTribute gives a whole new generation of riders the chance to celebrate the past, while at the same time benefitting from modern technology and an outstanding riding experience.

The XSR700 XTribute's special features include an XT-style flat seat and chunky footrests, as well as off road handlebars and fork gaiters that complement the timeless scrambler style. And thanks to its 690cc inline 2-cylinder engine and lightweight chassis, the XSR700 XTribute has the power and technology to impress.



New XSR Family LED lighting

The XSR700 XTribute is fitted with a heritage inspired round LED headlight with a split projector and a semi-circular position lamp. The LED tail light features a classically shaped round form, and the compact LED indicators are more subtly shaped, whilst providing outstanding visibility.



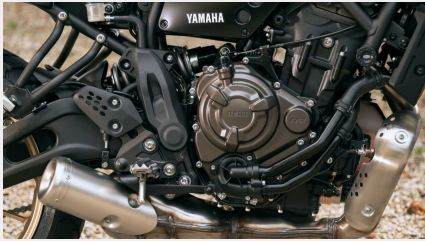
Revised Cockpit layout with inverted LCD meter

Also classically shaped with modern features, the Inverted LCD meter has been placed in a forward position for improved clarity and visibility. The lines and position are designed to match the all new head light and it's stays, giving the bike a sleeker 'snub nose' look on the front end.



Retro XT inspired '1981' colours and graphics

One of the most iconic features of the XT500 that attributed to its more than a decade of success was the bold yet pure styling. This acts as the inspiration for the XTribute, as the aluminum tank covers are fitted with similar decals. White mudguards and the celebrated gold rims complete the historic inspired design.



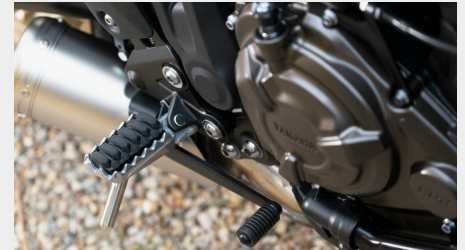
690cc CP2 high-torque EU5 engine

With the increasing maturity of the XSR700 XTribute there are several improvements made both in performance and in safety. As with its CP2 brothers the XSR700 is fitted with the EU5 compliant, characterful 690cc engine. Refining the rideability of the XSR700 even more – but keeping every inch of fun with the multi-talented engine performance.



Light and slim tubular backbone frame

For easy maneuverability and sharp agility, the XSR700 XTribute runs with a slim, light steel backbone frame that is easily customizable due to its two piece subframe. Combined with its compact wheelbase and easy natured suspension system, this strong and light chassis gives a responsive and engaging ride.



Off road handlebars, grips and chunky footrests

To adopt the dirt bike style of the XT500 the XTribute is fitted with tapered handlebars. Not only do these handlebars give the proper urban scrambler looks, they also ensure a comfortable and upright riding position. The wider handlebars give increased leverage, make the bike easy to maneuver, even at lower speeds. The footrest and grips are designed to fit the scrambler look with their chunky appearance.

Engine	
Engine type	4-stroke; 2-Cylinder; Liquid-cooled; DOHC; CP2; 4-valves
Displacement	689cc
Bore x stroke	80,0 × 68,6 mm
Compression ratio	11,5 : 1
Lubrication system	Wet sump
Clutch Type	Wet; Multiple Disc
Ignition system	Electronic ignition (TCI)
Starter system	Electronic ignition (TCI)
Transmission system	Constant Mesh; 6-speed
Final transmission	Chain
Carburettor	Fuel Injection
Maximum power	54,0 kW (73,4 PS) @ 8.750 rpm
Maximum Torque	67,0 Nm (6,8 kg-m) @ 6.500 rpm
Limited power version	35,0 kW (47,6 PS) @ 7.750 rpm
Fuel consumption	4,3 L/100 km
CO2 emission	100 g/km

Chassis	
Frame	Diamond
Front suspension system	Telescopic fork
Front travel	130 mm
Rear suspension system	(Link type suspension); Swingarm
Rear Travel	130 mm
Front brake	298 mm
Rear brake	245 mm
Front tyre	120/70 ZR17M/C (58W) Tubeless
Rear tyre	180/55 ZR17M/C (73W) Tubeless
Caster Angle	24°30'
Trail	90 mm
Track	n/a

Dimensions	
Overall length	2.075 mm
Overall width	865 mm
Overall height	1.120 mm
Seat height	855 mm
Wheel base	1.405 mm
Minimum ground clearance	140 mm
Wet weight (including full oil and fuel tank)	190 kg
Fuel tank capacity	14 L
Oil tank capacity	3,00 L



XSR700 XTribute

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