



MotoGP-derived technology

Racing is in Yamaha's DNA; we have been competing in motorcycle racing since the company was founded in 1955. The introduction of any Yamaha Supersport model makes a statement; and the R9 is no exception. Powered by the revolutionary 890cc CP3 engine, the R9 is a new generation of Supersport, offering ample performance on the track and usable sports performance on the road.

Aggressive styling and aerodynamics make the R9 the most aerodynamically efficient Yamaha to date, while MotoGP-style winglets reduce front end lift and improve contact with the road, working in combination with the newly designed KYB suspension components set up specifically for the R9 and developed alongside the R1 RACE.



- 890cc CP3 liquid-cooled 4-stroke, 3-cylinder engine
- Lightest aluminium Deltabox frame on a Yamaha Supersport model
- Aggressive aerodynamic bodywork with downforce winglets
- Brembo front master cylinder and Stylema calipers paired with 320mm brake discs
- New generation KYB fully adjustable suspension
- Yamaha Ride Control with Customisable Settings
- Lean Sensitive rider aids including Traction Control, Slide Control and Brake Control
- Power Modes, Launch Control and Lift Control
- Engine Brake Management and Back Slip Regulator
- 5" TFT display with full connectivity
- Track-focused equipment including clip-on handlebars and third generation QSS

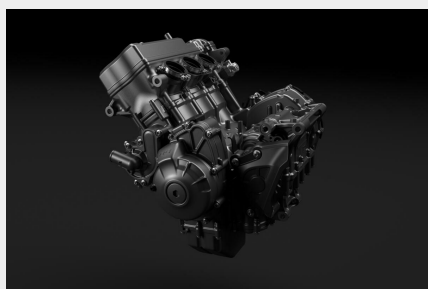
Next-level braking power is achieved through the use of Brembo Stylema calipers and master cylinder, while the R1-derived electronics package, controlled by a six-axis IMU, offer ultimate rider control. The riding experience can also be customised via Yamaha Ride Control (YRC), allowing riders to select engine power characteristics and the level of electronic support to suit their preferences and riding conditions.

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The launch of any new 'R' model has always been a game changing moment for Yamaha and the R9 is no different. While this whole next generation of Supersport marks the beginning of a new chapter, the story remains the same with the R9's identity born from Yamaha's racing DNA. From race-developed technology to MotoGP design cues, the R9 is a product of Yamaha's racing at the very highest level.

The R9 takes proven race-derived technology and combines it with the critically acclaimed, triple cylinder engine platform which has revolutionised the Yamaha brand over the last decade. The marriage of this famously high-torque powerplant and Yamaha's renowned race-precision handling creates a perfectly balanced Supersport model worthy of its status as the R Series flagship.

Retaining many of the MotoGP-inspired design features, which have become synonymous with Yamaha's Supersport models, the R9 represents the progression expected from a new generation, while R1-level suspension and Brembo front brakes offer the level of precision, handling and agility Yamaha's Supersport range is renowned for.



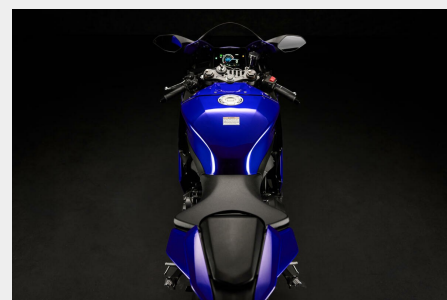
890cc CP3 liquid-cooled 4-stroke, 3-cylinder engine

The R9 is powered by Yamaha's award-winning 890cc CP3 liquid-cooled, three-cylinder, DOHC, 4-valve-per-cylinder fuel injected engine. The bore and stroke of 78mm x 62mm and 11.5: compression ratio provides both excellent torque and ample power, which when combined with the fine control offered by the Yamaha Chip Controlled Throttle (YCCT), offers optimal performance on both the track and the road. The final ratio, ignition timing and fuel mapping are all optimized for Supersport performance.



Lightest aluminium Deltabox frame on a Yamaha Supersport model

Developed specifically for the R9, the gravity-cast aluminium Deltabox-style frame has had its rigidity tuned for sports performance at both low and high loads. The frame's standalone weight of 9.7kg makes it the lightest frame ever used for a Yamaha Supersport model. This light chassis means the overall weight of the R9 is just 195 kg, resulting in the optimal power to weight ratio.



Aggressive aerodynamic bodywork with downforce winglets

The R9 is one of the most aerodynamically efficient Yamaha motorcycles to date, this is achieved through a combination of the front fairing design developed through extensive wind tunnel testing. Downforce winglets just beneath the lights reduce front end lift and improve contact with the road. The winglets alone reduce front wheel lift by 6–7% in a straight line, and when this is combined with the front-end spoiler beneath the M-duct, this effect is increased to approximately 10% during cornering.



Brembo front master cylinder and Stylema calipers paired with 320mm brake discs

The R9 features race-derived Brembo Stylema monoblock calipers, which are light, rigid and designed to provide better control and stability under braking. The stainless steel mesh brake hoses and large 320mm front discs offer excellent consistency and a controllable feel, especially under heavy braking. The Brembo radial master cylinder features a piston which moves in a direction parallel to the brake lever, applying pressure in a linear manner as the rider pulls the lever resulting in a refined feeling of control.



New generation KYB fully adjustable suspension

The new 43mm KYB inverted front forks have been fully re-designed and now feature individual adjusters for rebound and compression damping on the left and right fork tubes. Each can be adjusted individually, with the right tube for rebound damping and the left for compression, both high-speed and low-speed. The rear shock is adjustable for preload, rebound damping, compression damping and ride height. The new layout contributes to highly precise damping, offering greater feedback from the track or road surface.



Yamaha Ride Control with Customisable Settings

Three integrated riding modes, 'Sport', 'Street', and 'Rain' featuring factory settings with different levels to suit various conditions are complemented by the option to pre-set two Custom modes, and four Track modes.

Engine

Engine type	4-stroke; Liquid-cooled; DOHC; 4-valves; 3-cylinder
Displacement	890 cc
Bore x stroke	78,0 mm × 62,1 mm
Compression ratio	11,5 : 1
Lubrication system	Wet sump
Clutch type	Wet; Multiple Disc
Ignition system	TCI
Starter system	Electric
Transmission system	Constant Mesh; 6-speed
Final transmission	Chain
Fuel system	Fuel Injection
Maximum power	87.5kW (119.0PS) @ 10.000rpm
Maximum torque	93.0N•m(9.5kgf•m)/7000rpm
CO2 emission	116 g/km

Chassis

Frame	Diamond
Front suspension system	Telescopic fork, Ø 43 mm
Front travel	120 mm
Rear suspension system	link suspension; Swingarm
Rear travel	118mm
Front brake	Hydraulic dual disc brake, Ø 320mm
Rear brake	Hydraulic single disc brake, Ø 220mm
Front tyre	120/70ZR17M/C (58W) Tubeless
Rear tyre	180/55ZR17M/C (73W) Tubeless
Caster angle	22°35'
Trail	94mm

Dimensions

Overall length	2.070 mm
Overall width	705mm
Overall height	1.180 mm
Seat height	830mm
Wheel base	1.420mm
Minimum ground clearance	140 mm
Wet weight (including full oil and fuel tank)	195kg
Fuel tank capacity	14 L
Oil tank capacity	3.50L

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Images shown depict professional riders performing under controlled conditions. Specifications and appearance of Yamaha products as shown here are subject to change without notice and may vary according to requirements and conditions. For further details, please consult your Yamaha dealer.