

2009
Street



XJR1300

TDM900/A

XT660X

WR250X





XJR1300

Meet the master



Rule number one on the street: no one messes with the XJR1300. This genuine legend of a motorcycle has a reputation that goes before it – tough, muscular and uncompromising with an attitude that demands attention and a superbly neutral ride character that really puts you in control. When you want proper muscle there is no substitute for cc, which is why the XJR1300 is a tower of power, bursting with 1,251 cc of genuine air-cooled performance and packed with cutting-edge technology. The XJR1300 is powerfully built too, with an awesome street-strutting chassis and in-your-face engine architecture that makes its presence felt whatever street you're riding down.









The XJR1300 is big – big on power, big on technology, big on street-dominating style. It's an eye-grabbing engineering masterpiece that bonds classic air-cooled engine design with hi-tech engine technology – four valves per cylinder, fuel injection and great-sounding EXUP exhaust for a knockout 98 PS power output and a mammoth 11.1 kg-m (108.4 Nm) of smooth torque.

The superbly balanced chassis works the same vibe – a double cradle tubular steel frame reinforced with box-section aluminium swingarm, fully adjustable Öhlins shocks, chunky 43 mm front forks, three-spoke alloy wheels and monobloc four-piston front brake calipers with 298 mm floating discs. The Thirteen is a genuine design classic.



XJR1300

*The technology
to dominate*







If you love all kinds of travel, here is the motorcycle that will take you wherever you want to go. The TDM is a universal performer, created to do it all, from taking you on unforgettable touring trips through the mountains to your everyday, workaday commuting trip. It is the ultimate in versatility, with a flexible big-twin powerplant, well-balanced chassis and excellent comfort for both rider and passenger. It's no wonder the TDM has built a massive following among riders all over the globe who want a bike that does it all, because this is a real motorcycle for real motorcyclists.

TDM900/A

The universal performer



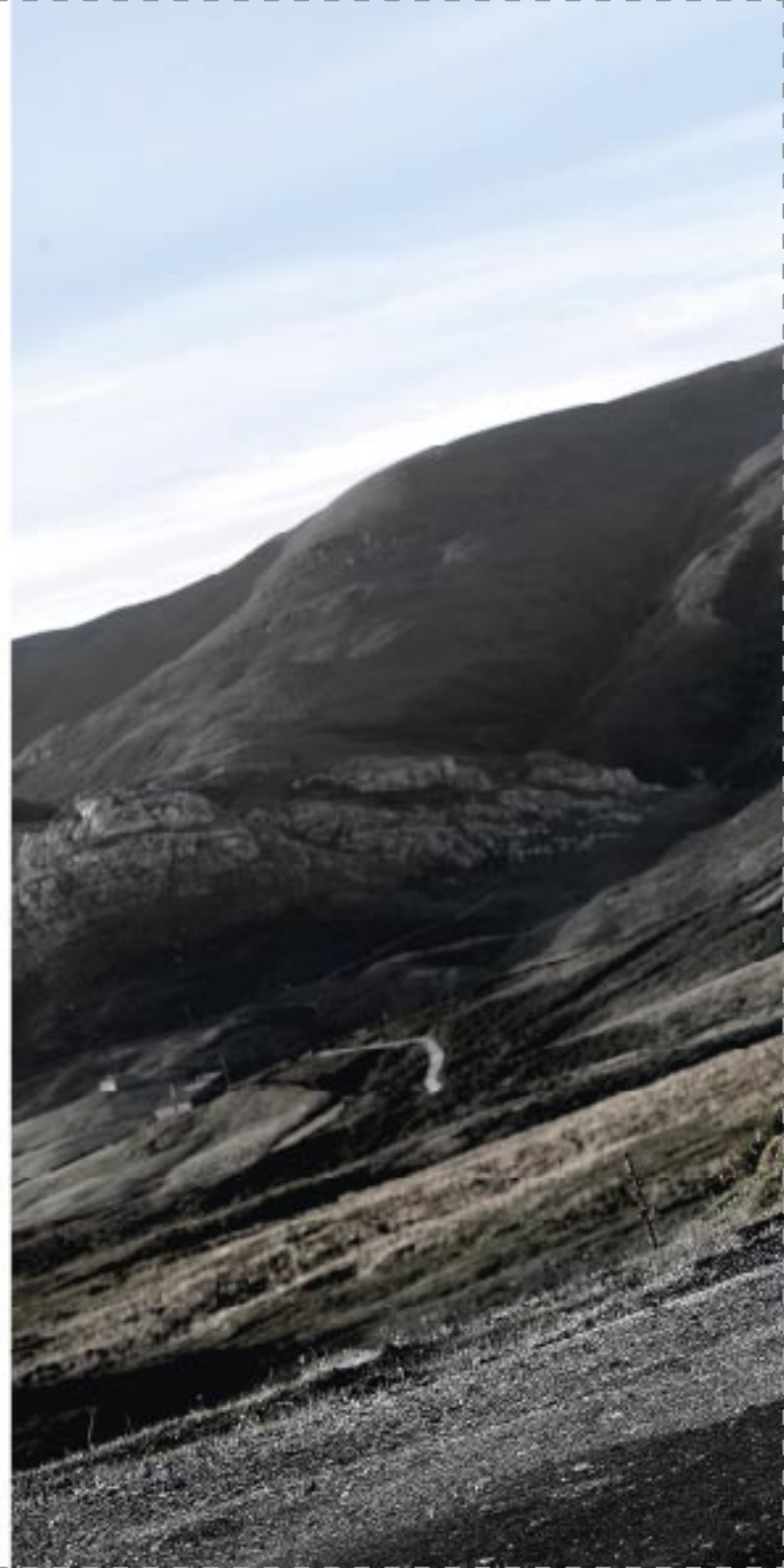


TDM900/A

*The motorcycle
that delivers*



The TDM900's amazing all-round ability is the result of well thought-out design that's full of uniquely satisfying performance. The compact, fuel-injected, ten-valve parallel twin delivers stacks of useable power that is easy to feel, with sweet power pulses and excellent traction, thanks to the 270-degree crankshaft. It's the kind of easy-going engine that'll have you riding all day, encouraged by the weather-beating upper fairing, relaxed riding position, long-range fuel tank and inbuilt luggage rack. The chassis, with beautifully sculpted aluminium frame, is the perfect complement, providing neutral, easy handling and brilliant braking. And there's an ABS version for extra braking confidence.









It's a jungle out there in the big city – it's a tough environment that requires a tough motorcycle. And nothing's built for the urban scramble quite like the Yamaha XT660X. Packed with exciting Supermotard technology, the XT660X is alive with punchy single-cylinder horsepower and a taut chassis spec that's got all the traction and turning you're ever going to need. XT660X; stick it in a tight corner and watch it come out fighting.



XT660X

Urban excitement







The XT660X was created to cut and thrust on the city streets and down your favourite back road. And it's built tough to survive the rough and tumble of modern life – never forget the XT breed earned its legend in the gruelling Dakar desert race. The XT660X is fuel-injected for instant throttle response, liquid-cooled for peak performance and features roller rocker arms for improved low and mid-rpm power feeling. The design is race-inspired, so there's nothing else you need for getting down and having fun. What you do get is 43 mm front forks, Monocross rear suspension, fat tyres on 17-inch alloy rims, full-floating 320 mm front disc, twin underseat exhaust pipes and a racy riding position that puts you totally in control.



XT660X

A new kind of street performance





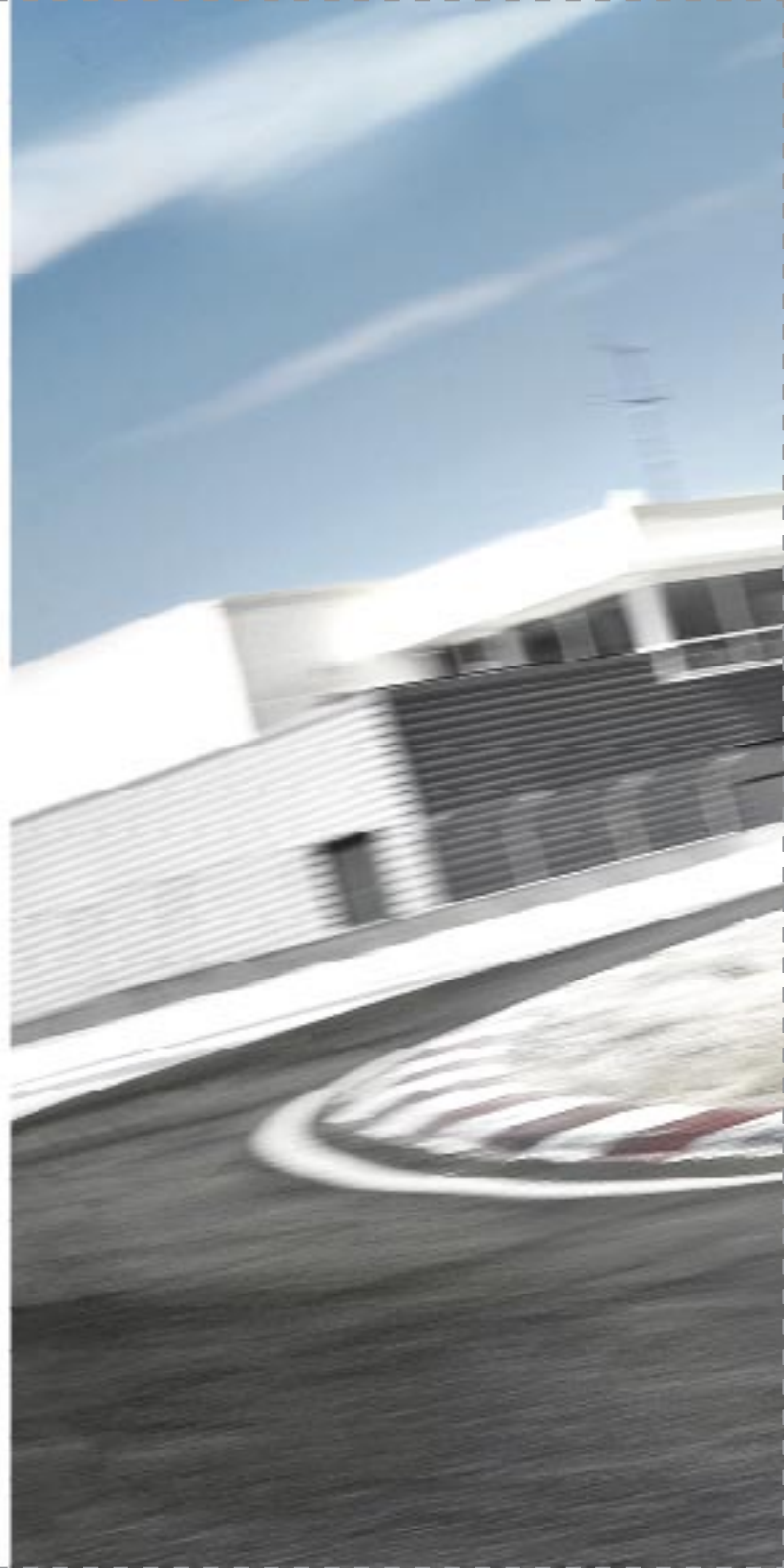
At Yamaha we have a reputation for smashing through boundaries and taking it to the extreme. The brand-new WR250X is a no-compromise Supermotard based directly on our WR-F and YZ-F racers that have won titles in every major dirt-bike championship going. It features a full-on competition spec – 10,000 rpm engine, aluminium main frame, race suspension – that rules in the city and will take your riding skills to new heights. The racing DNA of the WR250X makes it the ultimate street tool – compact, lightweight and brilliantly agile – so you can really flick into turns and find real traction. The secret to this machine's success is simple – it uses technology direct from our race bikes.

WR250X

*Capture the
spirit of slide*



Professional rider performing under controlled riding conditions.





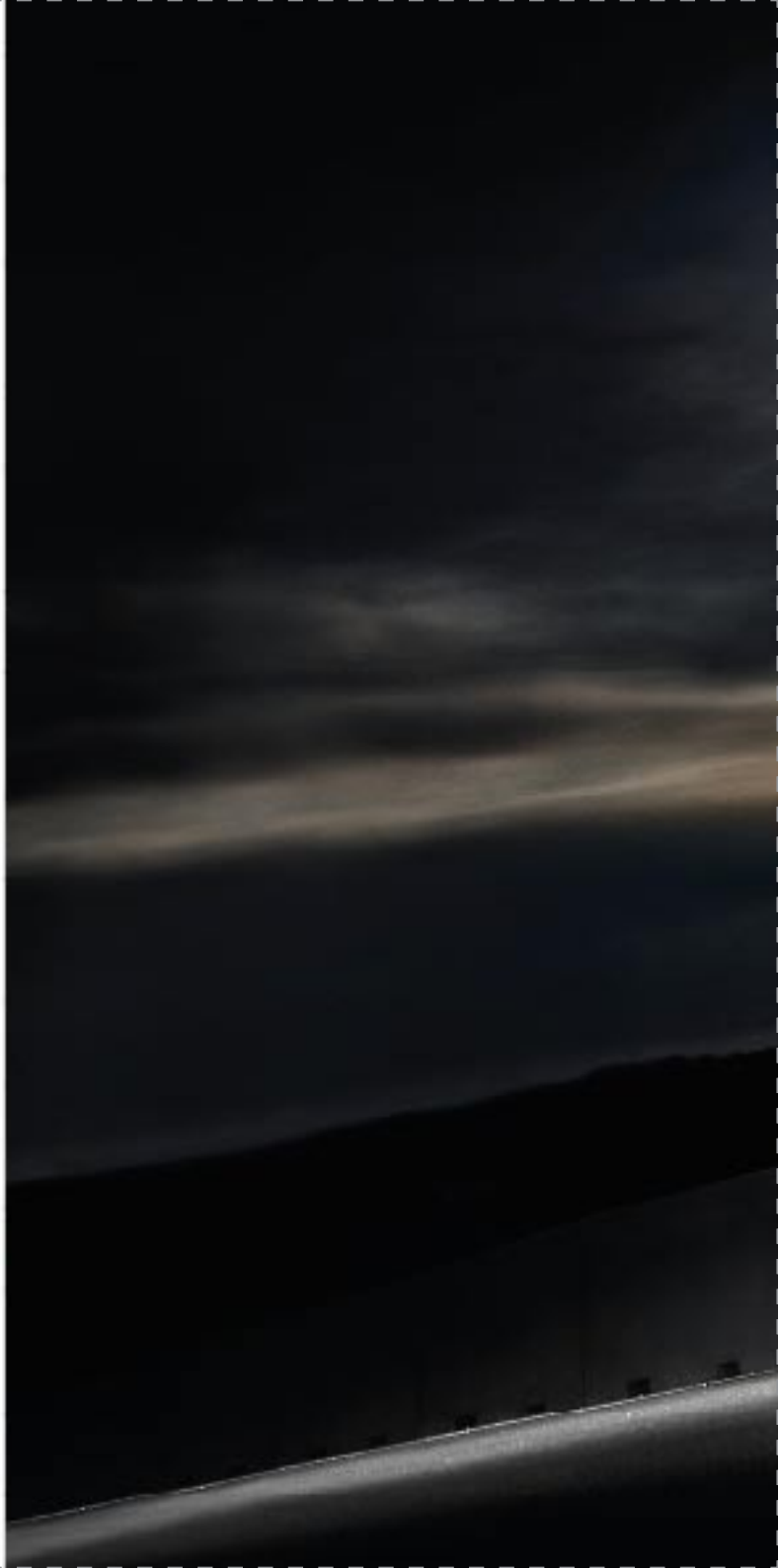


The electric-start WR250X is tuned for stunning acceleration, right across the rev range. The short-stroke, four-valve, high-compression 10,000 rpm single-cylinder engine is the real deal: high-lift cams, ceramic-plated cylinder, titanium intake valves, forged piston, fuel injection with downdraft straight intake, six-speed gearbox and low emission, EXUP exhaust. The chassis is tuned to exploit that power to the max, with amazingly agile handling from the WR-F/YZ-F-derived aluminium main frame, great traction from the 17-inch radial tyres, stunning braking from the wave-type 298 mm front disc and competition-quality suspension from the fully adjustable 46 mm upside-down forks and rear shock. And to keep you in the know, the WR250X features a WR250-F spec digital dash.



WR250X

*Track and street
engineering*







XJR1300 – Silver Tech (S3)



XJR1300 – Midnight Black (SMX)



TDM900/A – Thunder Blue (DPBMX)



TDM900/A – Midnight Black (SMX)



Street style is a totally individual thing, which is why we have come up with an exclusive range of official Yamaha accessories for each of our street bikes. Choose what you want from a whole spectrum of trick bolt-ons, top-grade accessories and cool riding gear which works just as well when you're riding your street bike or just hanging out. For your motorcycle there's everything from cowlings and roller protectors to luggage carriers and top cases. For you and your passenger there's a large selection of clothing and apparel, from leather riding jackets to casual wear. Check out the full range at your Yamaha dealer or at www.yamaha-motor-acc.com

*The word on
the street is
Yamaha style*



XJR1300 with genuine Yamaha accessories.

ENGINE		XJR1300
Type	Air-cooled, 4-stroke, forward-inclined parallel 4-cylinder, 4-valve, DOHC	
Displacement	1,251 cc	
Bore x stroke	79.0 x 63.8 mm	
Compression ratio	9.7:1	
Max. power	71.9 kW (98 PS) @ 8,000 rpm	
Max. torque	108.4 Nm (11.1 kg-m) @ 6,000 rpm	
Lubrication system	Wet sump	
Fuel supply system	Fuel injection	
Clutch type	Wet, multiple-disc coil spring	
Ignition system	TCI	
Starter system	Electric	
Transmission system	Constant mesh, 5-speed	
Final transmission system	Chain	
CHASSIS		
Frame	Steel double cradle	
Front suspension	Telescopic forks	
Front wheel travel	130 mm	
Rear suspension	Swingarm	
Rear wheel travel	120 mm	
Front brake	Dual discs, Ø 298 mm	
Rear brake	Single disc, Ø 267 mm	
Front tyre	120/70ZR17 M/C (58W)	
Rear tyre	180/55ZR17 M/C (73W)	
DIMENSIONS		
Overall length	2,175 mm	
Overall width	765 mm	
Overall height	1,115 mm	
Seat height	795 mm	
Wheelbase	1,500 mm	
Min. ground clearance	125 mm	
Wet weight (including full oil and fuel tank)	245 kg	
Fuel capacity	21 litres	
Oil capacity	4.2 litres	



TDM900/A – Silver Tech (S3)



XT660X – Sports White (PWS1)



XT660X – Yamaha Black (YB)



XT660X – Racing Blue (DPBSE)

TDM900/A	XT660X	WR250X
Liquid-cooled, 4-stroke, forward-inclined parallel 2-cylinder, 5-valve, DOHC	Liquid-cooled, 4-stroke, single cylinder, 4-valve, SOHC	Liquid-cooled, 4-stroke, forward-inclined single cylinder, 4-valve, DOHC
897 cc	660 cc	250 cc
92.0 x 67.5 mm	100.0 x 84.0 mm	77.0 x 53.6 mm
10.4:1	10.0:1	11.8:1
63.4 kW (86 PS) @ 7,500 rpm	35.3 kW (48 PS) @ 6,000 rpm	22.6 kW (30.7 PS) @ 10,000 rpm
88.8 Nm (9.1 kg-m) @ 6,000 rpm	60.0 Nm (6.1 kg-m) @ 5,250 rpm	23.7 Nm (2.42 kg-m) @ 8,000 rpm
Dry sump	Dry sump	Wet sump
Electronic fuel injection	Fuel injection	Electronic fuel injection
Wet, multiple-disc coil spring	Wet, multiple-disc coil spring	Wet, multiple-disc coil spring
TCI	TCI	TCI
Electric	Electric	Electric
Constant mesh, 6-speed	Constant mesh, 5-speed	Constant mesh, 6-speed
Chain	Chain	Chain
Aluminium, diamond shaped	Steel tube, diamond shaped	Semi double cradle
Telescopic forks	Telescopic forks	Telescopic forks
150 mm	200 mm	270 mm
Swingarm (link suspension)	Swingarm (monocross)	Swingarm (link suspension)
133 mm	200 mm	265 mm
Dual discs, Ø 298 mm	Single disc, Ø 320 mm	Single disc, Ø 250 mm
Single disc, Ø 245 mm	Single disc, Ø 245 mm	Single disc, Ø 230 mm
120/70ZR18 M/C (59W)	120/70R17 M/C	110/70R17 M/C 54H
160/60ZR17 M/C (69W)	160/60R17 M/C	140/70R17 M/C 66H
2,180 mm	2,175 mm	2,115 mm
800 mm	860 mm	810 mm
1,290 mm	1,170 mm	1,190 mm
825 mm	875 mm	895 mm
1,485 mm	1,490 mm	1,425 mm
160 mm	205 mm	265 mm
223 kg / 226 kg	189 kg	136 kg
20 litres	15 litres	7.6 litres
4.7 litres	2.9 litres	1.5 litres



WR250X – Racing Blue (DPBSE)

Technical specification



WR250X – Yamaha Black (YB)

2009

Street

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Disclaimer:

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Images shown in this brochure 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.



YAMALUBE



Yamaha highly recommend the use of genuine Yamaha accessories and clothing. Contact your local dealer or visit our website: www.yamaha-motor-acc.com