

2020

XSR900



Radical White/Rapid Red
\$9,499 MSRP* \$425 Destination Charge*

TOP FEATURES

1. A Style All Its Own

The XSR900™ blends Yamaha's world-class engineering with standout neo-retro style, creating a new type of machine for riders looking for an authentic and honest motorcycle that doesn't sacrifice performance. Drawing influence from Yamaha's classic "XS" series of motorcycles, the XSR oozes class, with exposed aluminum details, retro-influenced bodywork, stepped seat and custom lighting and instrumentation.

2. Advanced Crossplane Crankshaft Concept Engine

The XSR900 features a thrilling 847cc Crossplane Crankshaft Concept liquid-cooled inline 3-cylinder, DOHC, 4-valve-per-cylinder engine based on the FZ-09™. The compact motor offers the best balance of both 2- and 4-cylinder designs, with an exciting, torquey and quick-revving engine character.

3. Cutting-Edge Electronics

The XSR900 combines a classic heritage with modern performance, featuring ride-by-wire YCC-T® engine control, adjustable D-MODE throttle response, and an adjustable Traction Control System, allowing the rider to make the most of the potent engine and chassis.

4. Powerful Braking with ABS

The XSR900 provides exceptional braking power with confidence thanks to sportbike-spec brakes backed up with the security of ABS.

5. Compact, Sporty Chassis

The narrow aluminum frame features sport-oriented geometry to achieve light and nimble handling. Adjustable suspension front and rear allows the rider to customize their XSR900 to match road conditions and personal preferences.



*Manufacturer's Suggested Retail Price (MSRP) shown. Does not include tax, title, prep or destination charges. Actual prices set by dealer.

FEATURES & BENEFITS

ENGINE

Advanced Crossplane Crankshaft Concept Engine

The XSR900 features a thrilling 847cc liquid-cooled inline 3-cylinder, DOHC, 4-valve-per-cylinder Crossplane Crankshaft Concept engine based on the FZ-09. With a 78mm x 59.1mm bore and stroke and 11.5:1 compression ratio, the compact motor produces a torquey and quick-revving engine character.

Advanced Ride-by-Wire Throttle with D-MODE

The XSR900 is equipped with Yamaha's Chip Controlled Throttle (YCC-T) for precise throttle control, as well as Yamaha's selectable D-MODE, which allows the rider to adjust engine character on the fly. STD Mode is set to accommodate a wide range of riding conditions, A Mode gives the rider a sportier throttle response in the low-to mid-rpm range, and B Mode lets the rider enjoy a softer throttle response.

Adjustable Traction Control

The XSR900's Traction Control System lets the rider get on the gas with more confidence, by regulating ignition timing, fuel injection and throttle valve opening based on wheel speeds. Three modes are available: Mode "1" is for minimal intervention, Mode "2" is for maximum intervention, and "OFF" switches the system off entirely.

Vibration Reducing Counterbalancer

To reduce vibration and provide a smooth, modern engine character, the motor uses a geared counterbalancer that revolves in the opposite direction as the crankshaft.

Fracture-Split Connecting Rods

Just like Yamaha's racetrack-developed supersport models, the XSR900 makes use of fracture-split connecting rods for the ultimate in precision and performance. The fracture-split method splits the big-end ring of a connecting rod in two by applying a sharp impact, to create a perfectly matching surface when it is bolted around the crankshaft.

Unique Staggered Intake Funnels

To create the XSR900's potent mid-range torque and unique intake sound, the engine's intake funnels have been designed with three uneven lengths. Combined with the YCC-T system, the XSR900 gives its rider the 'right-now' thrust ideal for street riding.

Compact 6-Speed Transmission

The XSR900's 6-speed transmission takes full advantage of the low-to-mid-range torque and excellent response of the inline triple, while further enhancing the narrow 3-cylinder design.

Assist-and-Slipper Clutch

The XSR900 includes an advanced assist-and-slipper clutch unit that provides both greater clamping force and back-torque reduction. This allows for the use of lighter clutch springs - reducing clutch lever effort by 20% - as well as minimizing rear-wheel hop under aggressive deceleration.

CHASSIS/SUSPENSION

A Style All Its Own

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Compact, Sporty Chassis

Underneath the new bodywork, an aluminum frame features a sport-oriented wheelbase, with rake and trail geometry working with the compact 3-cylinder engine to achieve light and nimble handling.

Adjustable Suspension

Both front and rear suspension systems feature spring preload and rebound damping adjustments for a truly customizable ride. Up front, an inverted fork with 41mm inner tubes provides 5.4 inches of travel, while the rear linkage-type monoshock uses a nearly horizontal layout for improved mass-centralization, along with 5.1 inches of rear wheel travel.

Powerful Braking with ABS

The XSR900 provides exceptional braking power thanks to sportbike-spec front brakes, consisting of paired floating 298mm discs with radially-mounted 4-piston calipers and a 245mm rear disc. ABS works to prevent wheel lock under hard deceleration.

Lightweight Wheels

Lightweight 10-spoke cast aluminum wheels are fitted with a 120/70ZR17 front tire and 180/55ZR17 rear tire for excellent traction.

ADDITIONAL FEATURES

Advanced Instrumentation

The new round LCD panel features a ton of information: digital tachometer, speedometer, gear position, eco mode indicator, TCS and D-MODE indicators, ambient and coolant temperature, a fuel gauge and range of trip computer functions, including a clock, instant and average fuel consumption, fuel reserve trip meter and the usual trip meters.

Neo-Retro Lighting

Up front, a large, round multi-reflector headlight provides both style and illumination in equal measure, complete with trick aluminum supports, while out back, a round all-LED tail and brake light is mounted above the rear fender.

Stylish and Ergonomic Fuel Tank

A compact 3.7 gallon fuel tank with offset fuel filler is shrouded by beautifully shaped and hand-finished aluminum covers for a timeless design.

Sporty, All-Purpose Ergonomics

A wide, tapered aluminum handlebar, dished saddle and forged aluminum foot controls provide a comfortable upright riding position ideal for urban traffic or hustling down a twisty road.

Unique XSR900 Detailing

Every aspect of the XSR900 shows Yamaha's attention to detail: The single-piece stepped saddle features a stitched "XSR900" logo. The mirrors are classic teardrop shapes with excellent rearward visibility. The compact radiator is flanked by exposed aluminum covers. The front fender uses retro-influence aluminum stays. The XSR900 demands a second look, every time.

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XSR900

SPECIFICATIONS:

Engine Type	847cc liquid-cooled DOHC inline 3-cylinder 4-stroke; 12 valves
Bore x Stroke	78.0mm x 59.1mm
Compression Ratio	11.5:1
Fuel Delivery	Yamaha Fuel Injection with YCC-T
Ignition	TCI: Transistor Controlled Ignition
Transmission	6-speed; multiplate assist-and-slipper wet clutch
Final Drive	Chain
Suspension / Front	41mm inverted fork, adjustable preload and rebound damping; 5.4-in travel
Suspension / Rear	Single shock, adjustable preload and rebound damping; 5.1-in travel
Brakes / Front	Dual 298mm discs; ABS
Brakes / Rear	245mm disc; ABS
Tires / Front	120/70ZR17
Tires / Rear	180/55ZR17
L x W x H	81.7 in x 32.1 in x 44.9 in
Seat Height	32.7 in
Wheelbase	56.7 in
Rake (Caster Angle)	25.0°
Trail	4.1 in
Maximum Ground Clearance	5.3 in
Fuel Capacity	3.7 gal
Fuel Economy**	44 mpg
Wet Weight***	430 lb
Warranty	1 Year (Limited Factory Warranty)
Color	Radical White/Rapid Red

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*** Wet weight includes the vehicle with all standard equipment and all fluids, including oil, coolant (as applicable) and a full tank of fuel. It does not include the weight of options or accessories. Wet weight is useful in making real-world comparisons with other models.