

2008

Supersport



YZF-R1

YZF-R6







Professional rider performing on a closed test track



This year Yamaha celebrates ten years of the R-Series – that's a decade of supersport dominance. When we unleashed the very first YZF-R1 in 1998 the bike didn't just rewrite the rules for supersport performance, it tore them up and wrote its own. Since then the YZF-R1 and the YZF-R6 have kept evolving, always using the latest track tech to stay ahead of the pack. The latest R1 and R6 are the very essence of Yamaha supersport performance – they aren't just about big numbers, they are about the big rush you get every time you slingshot out of a turn, revelling in the vivid feedback from engine and chassis.

R-Series

***A decade of
domination***



10th ANNIVERSARY





These days there are a lot of high-performing supersport bikes on the market. But only the YZF-R1 and YZF-R6 use the latest electronics technology to create supersport performance that feels really alive and gets the best out of you. That's the concept of G.E.N.I.C.H.*, Yamaha's state-of-the-art electronic control technology that improves your ability to use available performance to the max. Both the R1 and R6 now use our track-developed YCC-T (Yamaha Chip Controlled-Throttle) and YCC-I (Yamaha Chip Controlled-Intake air funnels) for superbly controllable, linear horsepower that enhances man-machine interaction in a way that was impossible just a few years ago.



R-Series

**Supersport
performance - it's
all about the rider**

GENICH

G.E.N.I.C.H. [pronounced Jenik] stands for Genesis in Electronic engineering aimed at New Innovative Control technology based on Human sensibilities.







Racing has always been at the core of Yamaha's existence, because when you go racing you demand more and that's how you really learn how to engineer the future. The masses of data we gain from competing at the front in MotoGP, World Superbike and World Supersport is carefully analysed and then used to create better technology which makes stunning supersport bikes that perform to the very extreme. The door is always open between our racing department and our supersport R&D department. And we even work Sundays!

R-Series

*This is where we
get our know-how*





Born on the racetrack, this latest YZF-R6 is packed with track tech from our world championship race programmes to take your riding excitement to the extreme. The priority is always to enhance man-machine connection, so you've got the confidence to really exploit your skills, road or track. You get track-developed electronics: YCC-T Chip Controlled-Throttle for ultimate acceleration out of every turn and YCC-I electronically controlled variable intake funnels for better power and torque curves. Plus a fine-tuned, race-developed chassis spec (now with a magnesium rear frame for even better mass centralisation) for razor-sharp, ultra-responsive handling. The R6 is ready to grab you – mind, body and soul.

YZF-R6

**Catch the
extreme**



*Professional rider performing on
a closed test track*







There is one rule that really matters in good design – form follows function – if you design a machine to do its job brilliantly it will be intrinsically beautiful. Behold the new YZF-R6 – a fast-moving testament to Yamaha's Art of Engineering concept. The R6's aggressive, mass-forward body shape has been accentuated for 2008, with an even more slippery front cowling with air intake, plus winglets and a super-slim tail cowling. The idea is simple – to further improve the R6's air management, minimising aerodynamic drag and maximising engine cooling for an all-round performance boost. That's the new R6, going beyond the extreme.

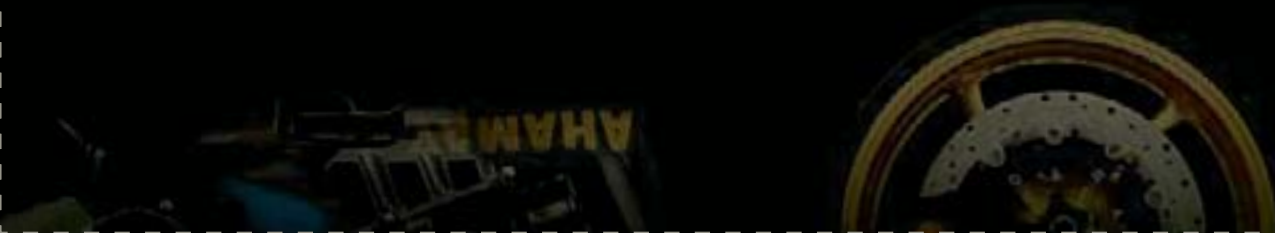
YZF-R6

**The Art of
Engineering
incarnate**



*Professional rider performing on
a closed test track*







Professional rider performing on a closed test track

YZF-R6

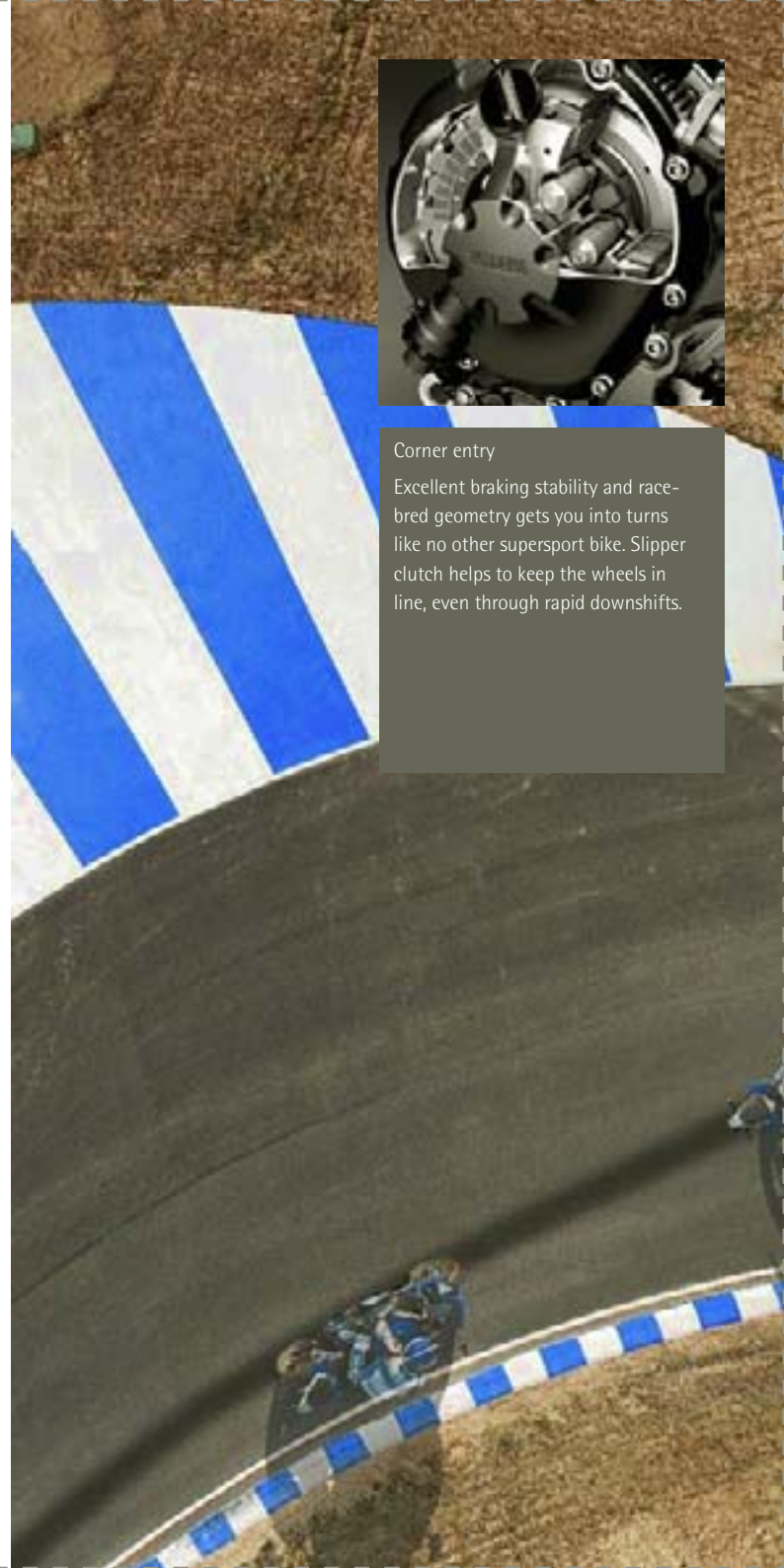
At Yamaha, every millisecond counts

If you've ever ridden a racing motorcycle you'll know that a race bike goes for the apex the instant you think about aiming for the apex. That's the kind of response we've engineered into the new R6 – a motorcycle with such lightning reactions that it seems like it's hot-wired to your brain. But the R6's awesome cornering performance isn't just a chassis thing – it's the fusion of Deltabox frame, slipper clutch and cutting-edge electronics that turns every corner into an electrifying rush.



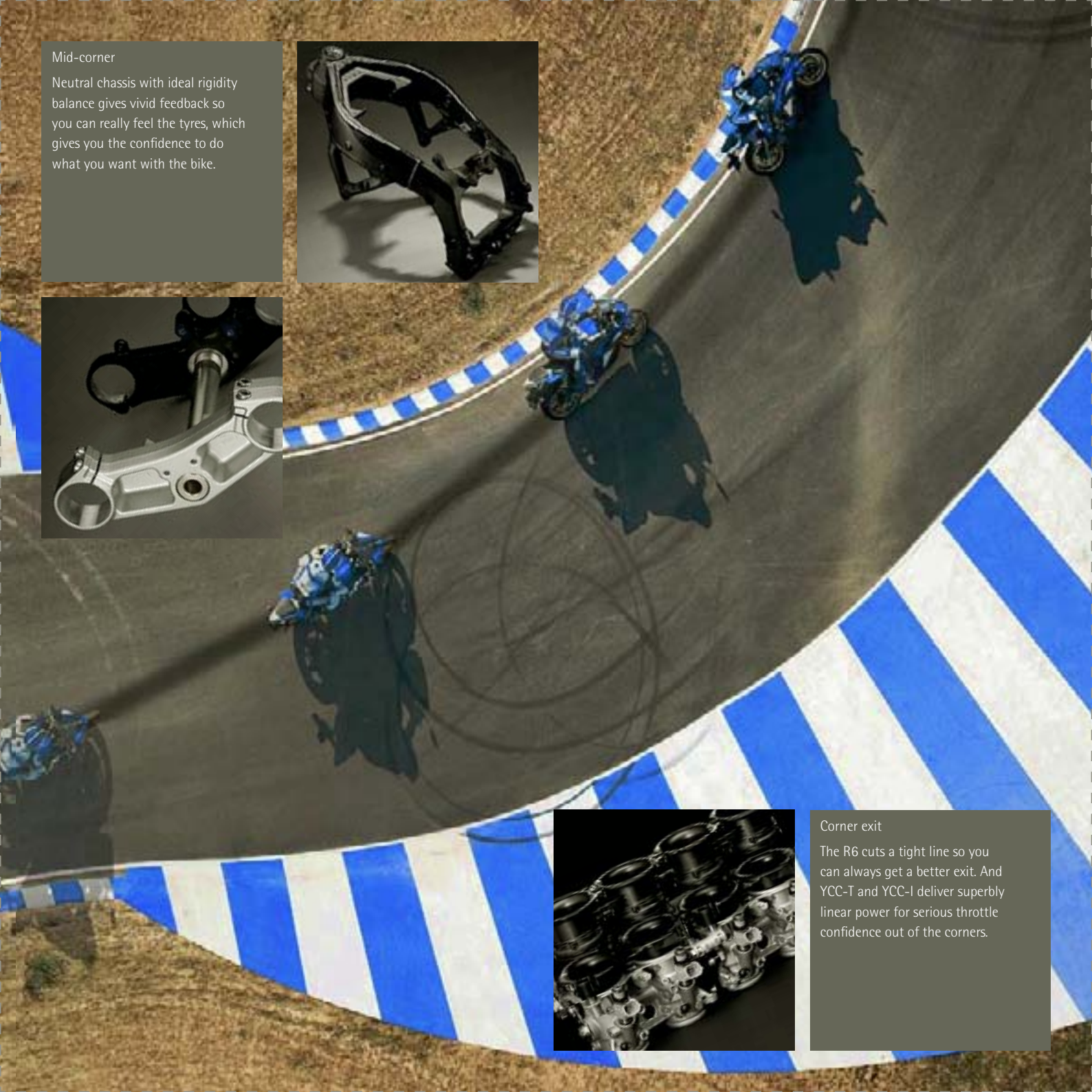
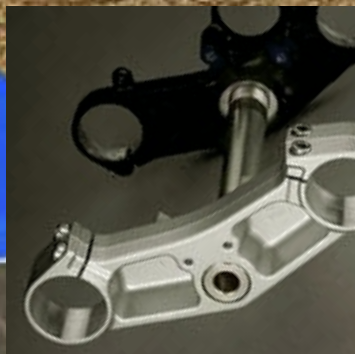
Corner entry

Excellent braking stability and race-bred geometry gets you into turns like no other supersport bike. Slipper clutch helps to keep the wheels in line, even through rapid downshifts.



Mid-corner

Neutral chassis with ideal rigidity balance gives vivid feedback so you can really feel the tyres, which gives you the confidence to do what you want with the bike.



Corner exit

The R6 cuts a tight line so you can always get a better exit. And YCC-T and YCC-I deliver superbly linear power for serious throttle confidence out of the corners.



0.8

0.8







YZF-R1

***The legend
continues***



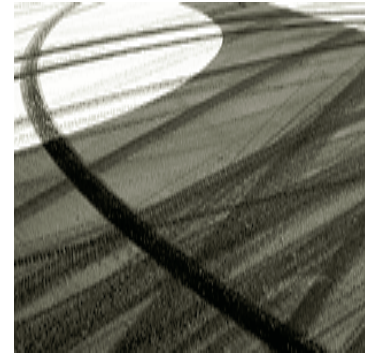
The YZF-R1 is a legend of the supersport world, an acclaimed one-litre performer that's become a motorcycling icon, an all-powerful World Superbike race-winning machine that's also a monument to the power of beauty. The R1's performance is electrifying and yet what makes this motorcycle truly remarkable is its superbly rider-friendly character. Yamaha's avant-garde, race-bred technology puts you confidently in control, ready to challenge your own limits, so that every ride is always more exciting than the last. The Yamaha YZF-R1 – it's the soul of superbike performance.

*Professional rider performing on
a closed test track*









No other superbike turns heads like the R1. The R1 looks much more than a racetrack refugee, its beautifully sculpted bodywork makes it a work of art. It is performance art too, because its aerodynamics boost performance and keeps you ready for the next challenge that lies ahead, on road or track. Into the corners, the awesome six-pot calipers and race-developed slipper clutch keep you in command, out of the corners the fine-tuned Deltabox chassis increases rear-wheel force for amazing amounts of feel and traction. R1 – feel it to believe it.



YZF-R1

*The power
and the beauty*



*Professional rider performing on
a closed test track*



YAMAHA

YAMAHA



The numbers are impressive – 180 PS* and 177kg – but not nearly as impressive as the riding experience itself. We created the R1 as a tool to be used by you, the rider, which is why we used input from riders who know what they're talking about, like Valentino Rossi. Because when we apply our Art of Engineering concept to supersport design we put the rider's feelings above everything else. That's the beauty of digital technology like YCC-T and YCC-I – it delivers amazing sensitivity and responsiveness to give you the confidence to take your riding skills to the next level. R1 – prepare for adrenaline overload.

* without forced air intake



YZF-R1

*State-of-the-art
race technology*







In 2008 the R-Series celebrates a decade of doing it right: legendary performance, renowned build quality and eye-grabbing style. And that goes beyond the motorcycles to our range of R-Series lifestyle gear and accessories. We produce these with exactly the same commitment to brilliance we use in creating the R1 and R6. Get down to your local Yamaha dealer to check out R-Series riding gear (colour-matched leathers and gloves), race-styled casual wear (T-shirts, hooded sweatshirts, baseball caps, ladies' wear and more), and R-Series bolt-on accessories (racing screens, single-seat covers and other trick kit) or visit

www.yamaha-motor.co.uk/accessories_parts

R-Series

*More than a bike,
it's a lifestyle*

*R-Series models fitted with genuine
Yamaha accessories*

 **YAMAHA**
GENUINE
Parts & Accessories



YAMAHA

YAMAHA



The R1 and R6 were developed on the racetrack to offer awesome supersport performance wherever you do your riding. And if you really want to improve your performance-riding skills and push your limits, there's one great place to do it – the racetrack. That's why Yamaha offers a wide range of R-Series racing kit parts. Doesn't matter if you're having fun at track days, going club racing or competing in World Supersport or World Superbike, our Yamaha Motor Engineering engine, chassis and electronics upgrades are developed by our official World Superbike and World Supersport teams and riders to offer ultimate performance on all race levels. It's simple – no one makes race kits for Yamahas like Yamaha.

Visit www.yamaha-racingparts.com for more details



R-Series

***The ultimate
challenge –
go racing!***



YZF-R6 – Graphite (DNMG)



YZF-R6 – Yamaha Blue (DPBMC)



YZF-R6 – Competition White (BWC1)

Technical specification



ENGINE

Type	Liquid-cooled, 4-stroke, forward inclined parallel 4-cylinder, 16-valves, DOHC
Displacement	599 cc
Bore & stroke	67.0 x 42.5 mm
Compression ratio	13.1:1
Max. power	94.9 kW (129 PS) @ 14,500 rpm* 99.6 kW (135 PS) @ 14,500 rpm**
Max. torque	65.8 Nm (6.71 kg-m) @ 11,000 rpm* 69.1 Nm (7.05 kg-m) @ 11,000 rpm**
Lubrication	Wet sump
Carburettor/Fuel supply	Fuel Injection
Clutch type	Wet multiple-disc coil spring
Ignition	TCI
Starter system	Electric
Transmission	Constant mesh, 6-speed
Final transmission	Chain

CHASSIS

Frame	Aluminium die-cast Deltabox
Front suspension	Telescopic forks Ø 41 mm
Front wheel travel	115 mm
Rear suspension	Swingarm (link suspension)
Rear wheel travel	120 mm
Front brake	Dual discs, Ø 310 mm
Rear brake	Single disc, Ø 210 mm
Front tyre	120/70 ZR17M/C (58W)
Rear tyre	180/55 ZR17M/C (73W)

DIMENSIONS

Overall length	2,040 mm
Overall width	705 mm
Overall height	1,100 mm
Seat height	850 mm
Wheelbase	1,380 mm
Min. ground clearance	130 mm
Dry weight	166 kg
Fuel tank capacity	17.3 litres
Oil capacity	3.4 litres



YZF-R1 – Competition White (BWC1)



YZF-R1 – Yamaha Blue (DPBMC)



YZF-R1 – Graphite (DNMG)

ENGINE

Type	Liquid-cooled, 4-stroke, forward inclined parallel 4-cylinder, 4-valve, DOHC
Displacement	998 cc
Bore & stroke	77.0 x 53.6 mm
Compression ratio	12.7:1
Max. power	132.4 kW (180 PS) @ 12,500 rpm* 139.0 kW (189 PS) @ 12,500 rpm**
Max. torque	112.7 Nm (11.5 kg-m) @ 10,000 rpm* 118.3 Nm (12.1 kg-m) @ 10,000 rpm**
Lubrication	Wet sump
Carburettor/Fuel supply	Fuel injection
Clutch type	Wet multiple-disc coil spring
Ignition	TCI
Starter system	Electric
Transmission	Constant mesh, 6-speed
Final transmission	Chain

CHASSIS

Frame	Aluminium die-cast Deltabox
Front suspension	Telescopic forks, Ø 43 mm
Front wheel travel	120 mm
Rear suspension	Swingarm
Rear wheel travel	130 mm
Front brake	Dual discs, Ø 310 mm
Rear brake	Single disc, Ø 220 mm
Front tyre	120/70 ZR17MC (58W)
Rear tyre	190/50 ZR17MC (73W)

DIMENSIONS

Overall length	2,060 mm
Overall width	720 mm
Overall height	1,110 mm
Seat height	835 mm
Wheelbase	1,415 mm
Min. ground clearance	135 mm
Dry weight	177 kg
Fuel tank capacity	18 litres
Oil capacity	3.83 litres



*without direct air induction

**with direct air induction