



Born to Challenge

The XSR700 features its timeless design aspects like retro-influenced bodywork, a stepped seat and a classically styled head-and-tail light. Respecting the bikes of the past, whilst embracing the contemporary by making use of all the modern technology likes ABS, LED lights, the most efficient CP2 engine to date and a modern inverted LCD meter.

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 bit of fun with the multi-talented engine performance.

The livery of the XSR700 pays tribute to the past, the colour schemes were influenced from iconic motorcycles of Yamaha's rich history. The famous 2-stroke RD350LC from the early eighties provides the inspiration for the modern interpretation of the colour schemes, resulting in the a crisp Historic White and a more elegant Historic Black combination.



- Top-class look & feel
- XSR family LED lighting
- Revised cockpit layout with integrated headlight stays
- Evolved design details
- 690cc CP2 high-torque EU5 engine
- Light and slim tubular backbone frame
- Engineered for optimum riding enjoyment
- Confidence inspiring riding experience
- Colouring and graphics inspired by Yamaha's past
- Outstanding fuel efficiency

Born to Challenge

The XSR700 is a true legacy machine, earning its stripes on the road. The beating heart of the machine is the versatile character. The XSR700 is a bike to be ridden, anyway you like. From casual cruising to hitting the twisties, the bike can do it all.

An accessible motorcycle that is enjoyable for both new and experienced riders. The 2-part frame, tank construction and seat design are still a key factor in the XSR700, safeguarding the easy-to-customise feature the bike is renowned for.

The character of the XSR700 is defined by the sublime combination of a light and agile frame and the torque-rich, playful CP2 engine. The super nimble bike is easy to steer in any setting, from curves and twisty roads to busy city traffic, you'll have a blast either way.



New XSR Family LED lighting

The XSR700 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.



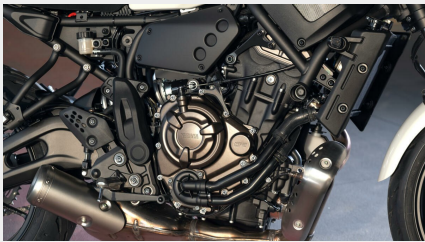
Revised Cockpit layout with integrated headlight stays

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, giving the bike a sleeker "snub nose" look on the front end.



Evolved design details

To accompany the all-black handlebar and levers, the switches have received a technical upgrade, making them more user-friendly. Allowing the rider to access the inverted LCD display remotely. The radiator has also received new side cover and the repositioned headlight has new integrated stays to provide a cleaner appearance.



690cc CP2 high-torque EU5 engine

With the increasing maturity of the XSR700 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 bit of fun with the multi-talented engine performance.



Light and slim tubular backbone frame

For easy manoeuvrability and sharp agility, the XSR700 runs with a slim, light steel backbone frame that is easily customisable 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.



Engineered for optimum riding enjoyment

This first machine born under the Faster Sons philosophy delivers genuine retro cool with hints of vintage styling without compromising on riding control. Chassis dimensions and weight distribution have been carefully set to maximise the enjoyment felt during acceleration and give the rider a connected feel with the motorcycle.

Engine	
Engine type	CP2; Two cylinder; 4-valves; 4-stroke; Liquid-cooled; DOHC
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
Fuel system	Electronic Fuel Injection
Maximum power	54.0kW(73.4PS)/8750r/min
Maximum torque	67.0Nm (6.8kgm)/6500r/min
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 suspension; Swingarm
Rear travel	130 mm
Front brake	298 mm
Rear brake	245 mm
Front tyre	120/70 ZR 17M/C(58W) Tubeless
Rear tyre	180/55 ZR 17M/C(73W) Tubeless
Caster angle	24°30'
Trail	90 mm
Track	n/a

Dimensions	
Overall length	2,075 mm
Overall width	820 mm
Overall height	1,130 mm
Seat height	835 mm
Wheel base	1,405 mm
Minimum ground clearance	140 mm
Wet weight (including full oil and fuel tank)	188 kg
Fuel tank capacity	14 L
Oil tank capacity	3.00 L



XSR700

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