



Super Ténéré

Yamaha is pleased to announce the introduction of an exciting all new transcontinental touring motorcycle whose heritage can be traced back to the origins of adventure riding... the XTZ1200 Super Ténéré.

The new XTZ1200 inherits the spirit of the legendary Ténéré models that drove an era of Yamaha dominance during the 1980s and '90s in the Dakar Rally, widely known as the world's most demanding endurance rally.



Yamaha's new XTZ1200 Super Ténéré is the pinnacle of the Dakar bred range.

\$24990 +ORC

It is designed to achieve a high-level balance of the qualities riders want in an intercontinental long-distance touring, including:

- (1) Unmatched long distance capability
- (2) Excellent dirt road performance
- (3) Light and agile cornering on mountain roads

To realise the three qualities mentioned above, the engine and chassis were designed from scratch with developmental efforts focused on a centralised of mass chassis design, lower centre of gravity and the desired level of front wheel weight distribution.



Powered by a newly developed liquid-cooled 4-stroke 1199cc in-line twin cylinder engine, the XTZ1200 bristles with new control technologies aimed at offering outstanding long-distance touring performance.

The in-line twin-cylinder engine

If you need to cover long distances on dirt roads, sealed roads or whatever, look no further than the Super Ténéré. ...

with a 270-degree crankshaft and 4-valve DOHC head sports a side-mounted radiator that contributes to centralisation of machine mass and mounted on a new frame. Also, the YCC-T (Yamaha Chip Controlled Throttle) seen on Yamaha Supersports machines now has traction control and a function enabling the rider to select running modes.

Other state-of-the-art technologies like a 3-position ABS system and adoption of a Unified Brake System are added to realise a higher level of touring performance. This is truly a model worthy of being called an ultimate machine for intercontinental adventure.

XTZ1200 development aim overview

- 1) Long-distance touring comfort and enjoyment
 - Liquid-cooled 1199cc in-line 2-cylinder, 4-valve, 270-degree crank engine.
 - Compact design engine (2-axis primary balancer, crankcase with built-in oil tank)
 - YCC-T (Yamaha Chip Controlled Throttle)
 - 23-litre large-capacity, low centre of gravity fuel tank
 - Chassis designed for good performance even when carrying a pillion rider or baggage
 - Chassis design for good wind protection
 - Left-side radiator and right-side electrical component layout for centralisation of machine mass
 - Front-rear divided seat with height adjustment, multifunction carrier (3-way carrier)
 - New aluminium rims for tubeless tyres
 - 12V outlet and numerous accessories
 - Yamaha D-MODE power options
- 2) Excellent performance on dirt roads
 - Telescopic type upside-down front fork
 - Unified Brake System (front-rear unified brake system) and 3-position ABS
 - Chassis dimensions designed for light handling performance (mass centralisation and low centre of gravity)
 - Riding position designed for greater freedom, accommodating standing-position riding, etc.
 - Short muffler adopted to contribute the layout for centralisation of mass and lower centre of gravity
 - Engine character tuned for good off-road drivability
 - YCC-T with traction-control function
 - Shaft drive with hypoid gear design
- 3) Light and agile cornering performance on mountain roads
 - Chassis layout for centralisation of machine mass and low centre of gravity
 - Fuel injection and YCC-T for better drivability
 - Torque curve combining power and drivability
 - Wide-ratio 6-speed transmission
- 4) Eco-friendly performance
 - Fuel injection system with 12-hole injector

- 3-way catalyzer and separate O₂ sensors for each cylinder
- Twin spark plugs for outstanding combustion efficiency

Background information: An Engine Built For Adventure

The XTZ1200 takes Dakar rally bike evolution one step further with a liquid-cooled, DOHC, 1199cc engine with 4-valve head pumping out more than 100bhp — plenty of power for crossing cities or crossing continents.

This high performing engine features forward inclined cylinders, allowing a highly efficient downdraft intake system. Although an inclined cylinder can result in a long front-to-back length, this tendency is offset by Yamaha's use of a compact, side-mounted radiator, an innovation that shortens the machine.

The result is a slim and compact motorcycle with a short wheelbase that can easily negotiate narrow trails and streets. Other benefits of this engine layout include idealised front/rear weight distribution and excellent manoeuvrability thanks to improved mass centralisation. The XTZ1200 is also slim for a twin. The engine features a built-in oil tank design that ensures ample ground clearance. Lightweight, compact and offering a low centre of gravity, this is an ideal engine for an adventure machine.



Side mount radiator allows a more compact design and aids mass centralisation for improved handling

One of this engine's most interesting features — one which makes it particularly suitable for a twin-cylinder dual-purpose bike — is its 270° crankshaft and the superior traction this crank layout delivers. Because both cylinders fire closely together, traction is improved and the rider can better feel the grip at the rear tyre. This is one reason why single-cylinder engines are so widely used for dirt bikes. The 270° crank gives a twin a gutsy traction feel similar to that of a single. This technology was developed by Yamaha for use on its winning Dakar rally racers.

Comment by the XTZ1200 development Project Leader, Mr. Ikuo Ishizuka.

"We don't think of the XTZ1200 as a motorcycle in the usual sense of a product of industrial manufacturing. We feel that we were given the chance to produce something that embodies the dreams of riders like intercontinental touring and, when used, will be a

machine that creates Kando and irreplaceable memories for them. That is why we tried our best to build a dependable partner that will perform beyond the rider's expectations in all of the different types of adventure riding situations we could imagine. So we used our experience and the latest technologies to build as much performance, functionality and reliability as well as the sensual performance we built into it. I hope the XTZ1200 will help riders realise their greatest riding dreams."*

* Kando is a Japanese word for the simultaneous feeling of deep satisfaction and intense excitement that people experience when they encounter something of exceptional value.

2010 XTZ1200 Super Ténéré specifications	
Engine	Liquid cooled, 4-stroke DOHC 4 valve, forward-inclined parallel 2-cylinder with YCCT + traction control
Displacement (cc)	1199
Bore x stroke	98.0 X 79.5 mm
Compression	11.0:1
Transmission	Constant mesh, 6-speed
Chassis	Steel tube backbone
Length (mm)	2250
Width (mm)	980
Height (mm)	1410
Seat Height (mm)	Low - 845mm / High - 870mm
Wheelbase (mm)	1540
Clearance (mm)	205
Wet weight	261kg with 23 litres of fuel plus oils
Fuel tank	23.0 litres
Suspension	Telescopic forks 190mm front travel Swingarm 190mm rear travel
Brakes	Dual disc 310mm front, single disc 282mm rear, ABS + unified braking system
Tyres	110/80 x 19 front and 150/70 x 17 rear
Price and availability	\$24,990
Warranty	24 months, unlimited kms parts and labour



Colour option is Yamaha Blue