

2010

YZF-R6

NEW FOR 2010

1. The new, 100mm-longer muffler is designed for excellent power characteristics and reduced noise.
2. The ECU settings have been revised for increased performance.

**No
Image
Available**

Raven
\$10,490 MSRP*

**No
Image
Available**

Team Yamaha Blue/White
\$10,490 MSRP*

**No
Image
Available**

Pearl White
\$10,490 MSRP*

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



2010

YZF-R6

FEATURES & BENEFITS

KEY FEATURES

The 2009 Daytona 200 winner is back and ready for the street or track.

Light, powerful, and bristling with knowledge gained from years of racing, the YZF-R6 is the most advanced production 600cc motorcycle Yamaha—or anybody else—has ever built.

The YZF-R6 was the first production motorcycle with a fly-by-wire throttle system—for flawless response under all conditions.

YCC-I®, Yamaha Chip Controlled Intake, is used on the R6 to vary intake tract length for excellent cylinder filling and a broader powerband. On the higher-revving R6, its benefits are even more pronounced.

Back torque-limiting slipper-type clutch greatly facilitates braking/downshifting from high speed. Close-ratio 6-speed transmission delivers seamless power and maximum acceleration.

ENGINE

Compact, lightweight 67mm x 42.5mm, 599cc DOHC 16-valve, liquid-cooled titanium-valved four-cylinder has a compression ratio of 13.1:1, for great response. Domed pistons with valve cutouts produce a compact combustion chamber.

Fuel injection mapping for the YCC-T—Yamaha Chip Controlled Throttle dual-injector system complements the high compression ratio for great throttle response and reduced engine braking.

YCC-I—Yamaha Chip Controlled Intake electronically varies intake tract length for a broader powerband.

A magnesium subframe removes weight from the rear of the motorcycle for increased mass centralization.

YCC-T uses a powerful ECU and multiple sensors to provide perfect, smooth engine response and optimal power whenever the throttle is twisted under all conditions.

Twin-injector fuel injection: shower-type injectors above each intake funnel help achieve optimum fuel atomization at high rpm.

Slipper-type back torque-limiting clutch greatly facilitates braking and downshifting from high speed. Close-ratio six-speed transmission delivers seamless power and maximum acceleration.

GP-style titanium muffler contributes to mass centralization and contains EXUP® for a broad powerband, and O2 sensor for spot-on injection and emissions compliance.

Linerless, direct-plated ceramic-composite cylinder bores mean greater heat dissipation for consistent power delivery and reduced friction.

Cool magnesium valve and engine covers are light and stylish.

Direct-ignition coils, dual-electrode spark plugs and high-output magneto deliver extremely accurate, reliable firing.

CHASSIS/SUSPENSION

Deltabox® aluminum frame incorporates GP thinking in terms of engine positioning and rigidity for the ultimate in 600-class handling.

The lightweight swingarm pivots high in the frame, for increased anti-squat effect and mid-corner stability. TZ-type chain adjusters ease rear tire changes.

Four-way adjustable (preload, high-speed compression, low-speed compression and rebound damping) inverted fork with 41mm tubes increases freedom in setting up for street or track use; soak up the bumps and resist bottoming when braking.

Four-way adjustable (preload, high-speed compression, low speed compression and rebound damping) piggyback rear shock delivers exceptional rear wheel tracking and stability.

Dual 310mm front disc brakes use forged one-piece radial-mount calipers and radial-pump front master cylinder with adjustable lever for astounding braking power and feel.

The casting technique for the five-spoke 17-inch wheels makes the rims light and strong, not to mention wickedly cool-looking.

Removable rear shock spacer and adjustable fork ride height allows the rider to tailor the ride position for the best fit and comfort.

ADDITIONAL FEATURES

Built-in lap timer is controlled by a right handlebar switch.

Multifunction digital and analog instrumentation features: programmable shift light, digital speedometer, analog tachometer, dual tripmeters with miles-on-reserve function, odometer, water temp gauge and lights for neutral, high beam, low fuel and turn signals.

yamahamotorsports.com
For Accessories, visit shopyamaha.com

SPECIFICATIONS:

Engine Type	599cc liquid-cooled inline 4-cylinder; DOHC, 16 titanium valves
Bore x Stroke	67.0 x 42.5mm
Compression Ratio	13.1:1
Fuel Delivery	Fuel Injection with YCC-T and YCC-I
Ignition	TCI: Transistor Controlled Ignition
Transmission	6-speed w/multiplate slipper clutch
Final Drive	0-ring chain
Suspension / Front	41mm inverted fork; 4-way adjustable, 4.7-in travel
Suspension / Rear	Single shock; 4-way adjustable, 4.7-in travel
Brakes / Front	Dual 310mm floating disc; radial-mount 4-piston calipers
Brakes / Rear	220mm disc; single-piston caliper
Tires / Front	120/70-ZR17
Tires / Rear	180/55-ZR17
L x W x H	80.3 in x 27.8 in x 43.1 in
Seat Height	33.5 in
Wheelbase	54.1 in
Rake (Caster Angle)	24°
Trail	3.8 in
Maximum Ground Clearance	5.12 in
Oil Capacity (with oil filter change)	2.75 qt
Fuel Capacity	4.5 gal
Fuel Economy**	40 mpg
Wet Weight***	417 lb
Primary Reduction Ratio	85/41 (2.073)
Secondary Reduction Ratio	45/16 (2.813)
Gear Ratio - 1st Gear	31/12 (2.583)
Gear Ratio - 2nd Gear	32/12 (2.667)
Gear Ratio - 3rd Gear	30/11 (2.727)
Gear Ratio - 4th Gear	26/18 (1.444)
Gear Ratio - 5th Gear	27/21 (1.286)
Gear Ratio - 6th Gear	23/20 (1.150)

***Wet weight includes the bike with 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.

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Warranty

1 Year (Limited Factory Warranty)

Color

Raven; Team Yamaha Blue/White; Pearl White