

# 2020 Yamaha XSR900

A sporty, three-cylinder, retro-around-the-edges streetbike

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2020 Yamaha XSR900 *Yamaha*

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Motorcyclists can be a nostalgic bunch. Which is why dealer showroom floors are flooded with bikes that are dead ringers for those of yesteryear. A taste for classic aesthetics, however, doesn't have to veer toward a sentimental longing or wistful affection for the past. Take the 2020 Yamaha XSR900: If it fell from the heavens in the mid-1960s, this three-cylinder machine would have looked unusual, sure, but still recognizable as a motorcycle. In 2020, the "neo-retro" style—as Yamaha calls it—doesn't try to be anything other than just plain cool, especially in its new mid-1980s RZ350-esque Radical White/Rapid Red paint scheme.

Described by one editor as “fun in nearly all riding situations,” the XSR900 is based on the MT-09, so it borrows that bike’s 847cc crossplane triple and aluminum frame. The inverted fork and shock are adjustable, antilock brakes are standard, and electronic rider aids include D-Mode selectable throttle response and two levels of traction-control intervention, plus “off.” Retailing for a buck less than \$9,500, the XSR900 is only \$1K pricier than an XSR700. For that money, you get another cylinder, additional performance, higher-spec componentry, and more sophisticated technology.



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## Manufacturer Claimed Specifications

Price	\$9,499
Engine	Liquid-cooled, DOHC, three-cylinder
Displacement	847cc
Bore x Stroke	78.0mm x 59.1mm
Horsepower	N/A
Torque	N/A
Transmission	6-speed
Final Drive	Chain
Seat Height	32.7 in.
Rake	25.0°
Trail	4.1 in.
Front Suspension	41mm preload and rebound adjustable; 5.4-in. travel
Rear Suspension	Preload and rebound adjustable; 5.1-in. travel
Front Tire	120/70-17
Rear Tire	180/55-55
Wheelbase	56.7 in.
Fuel Capacity	3.7 gal.
Claimed Wet Weight	430 lb.