

XJ900R



THE YAMAHA XJ900R— WHAT'S MISSING IS WHAT MAKES IT GREAT!

What the new Yamaha XJ900R *doesn't* have is exactly what makes it so special! That's because what's missing is the ground-scraping crankcase width and excess weight of its bulky, unwieldy rivals in the big sportsbike bracket!

Thanks to a simple, but incredibly significant piece of exclusive Yamaha design work, the lower end of all four-cylinder XJ series engines is barely wider than twin-cylinder machines of similar capacity. All XJ models, from 400cc right up to the new class leader, the Yamaha XJ900R, have the alternator positioned behind the cylinders and driven from the crankshaft by a secondary gear train. Most rival manufacturers still mount this hefty component directly on the crankshaft end, where its added width reduces cornering potential and its weight can cause the crank to flex, if not supported by extra, friction-inducing bearings.

At 853cc, the flagship of the Yamaha four-stroke sports range is still a couple of hundred cubic centimetres down on some of its rivals. It's lacking in other areas too.....and we're proud to admit it! The XJ900R is lacking in weight, lacking in width and — thanks to the Yamaha Induction Control System (YICS), lacking that urge to guzzle gasoline which makes many of its rivals more expensive to fuel than the average family car! Otherwise, the Yamaha XJ900R lacks *nothing!* It has close to 100 horsepower on tap and absolutely the best power-to-weight ratio in its class. Plus a maintenance-free, super-reliable drive system

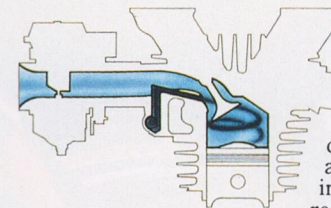
using lightweight triple shafts to lessen torque reaction against the spinning drive train. The result is slick gearshifting and totally predictable handling.

Turning from the engine to the chassis, stand-out features are ventilated disc brakes, first developed for Formula One GP car racing, and suspension units that allow unified adjustment of both damping rate and spring tension.

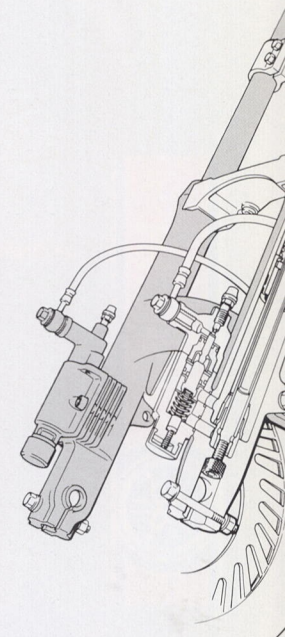
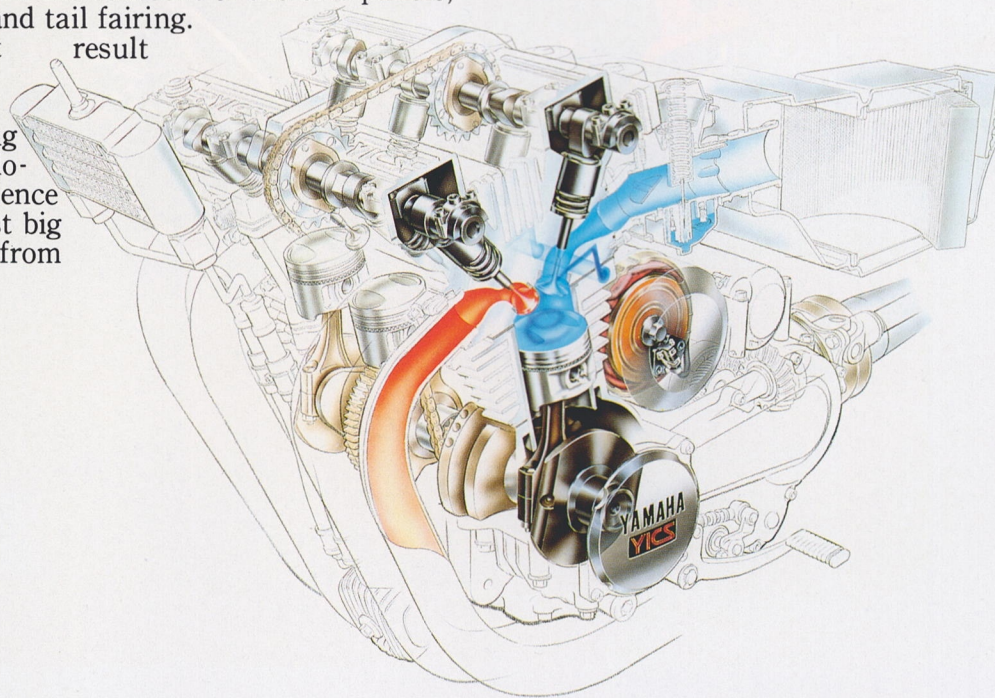
The total efficiency of the Yamaha XJ900R engine/chassis package is dramatically complemented by the integrated, full-performance styling. The wind-cheating head fairing blends smoothly with the lines of the 22-litre fuel tank which, in turn, sweeps perfectly into the contours of the side panels, dual seat and tail fairing.

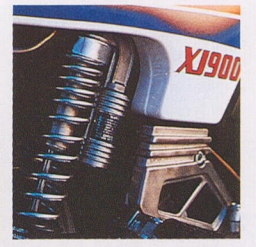
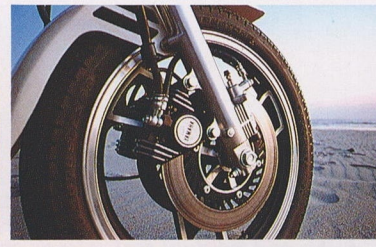
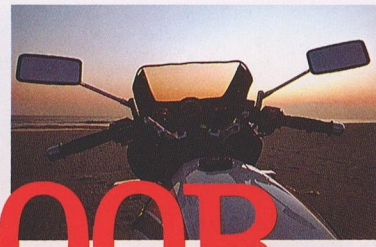
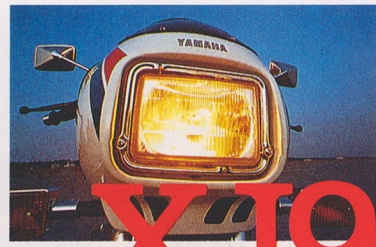
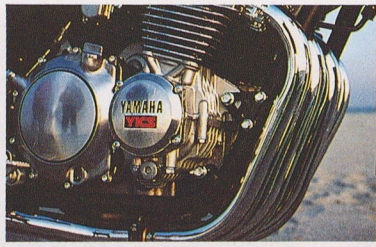
The net result is a high gloss look, emphasizing the technological excellence of the latest big sportsbike from Yamaha.

The XJ900R power pack is the most compact in its class, due to the exclusive rear-mounted alternator. Close to 100hp is available from just 853cc, thanks to large diameter valves and four 35mm constant velocity carburetors. Four bearings support each of the twin overhead camshafts and an automatic tensioner eliminates the need for adjustment of the camshaft drive train.

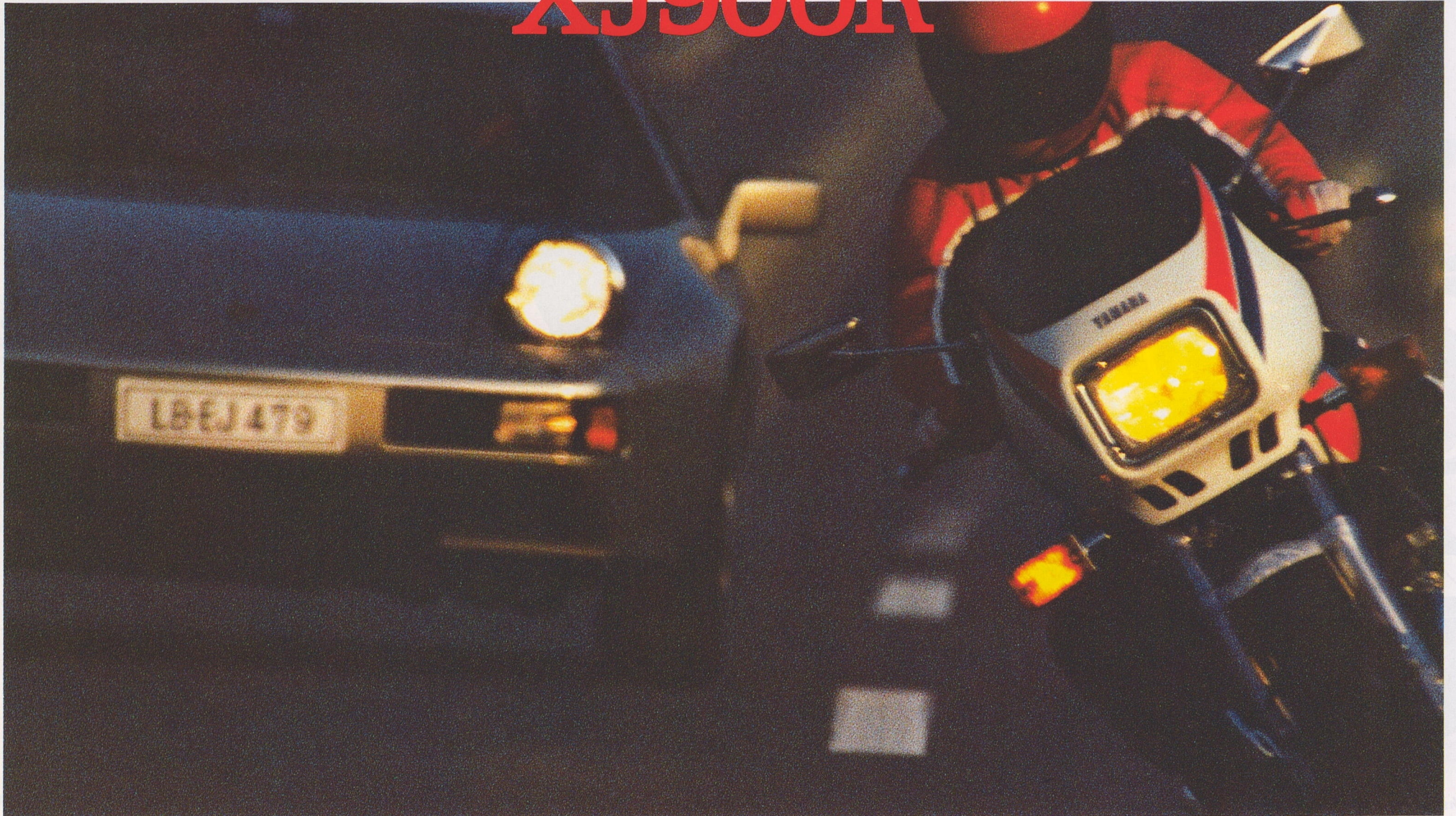


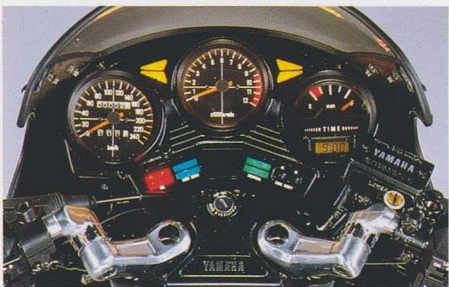
Maintenance-free YICS employs a simple secondary inlet port to direct fuel from all four carburetors into the one cylinder actually on the intake stroke. This additional fuel charge improves cylinder filling and combustion efficiency for increased torque and a 10% reduction in fuel consumption.



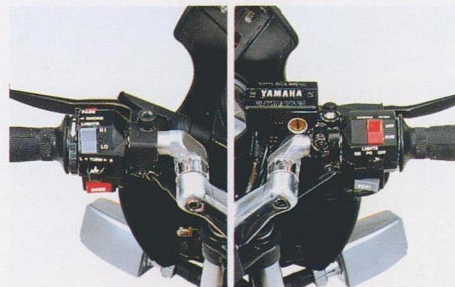


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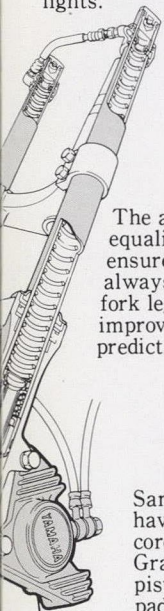




The centrally-mounted tachometer is the focal point of the aircraft-style, triple meter instrument console. Also incorporated in this unit are speedometer, odometer, fuel gauge, digital clock and machine function warning lights.

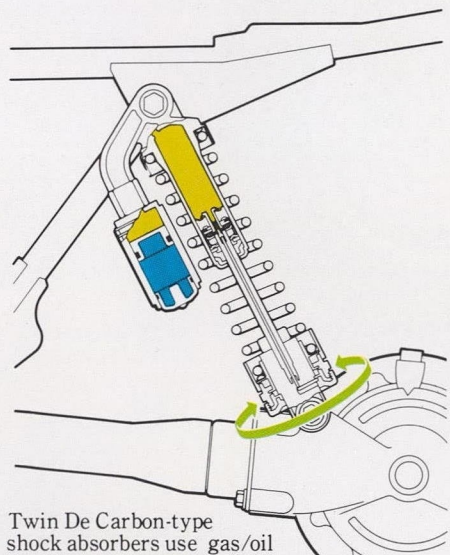


The beautifully finished, forged aluminium handlebars are lighter and more rigid than normal tubular components. Even more important, they allow complete adjustability for arm reach and handlebar grip angles to suit the individual rider.

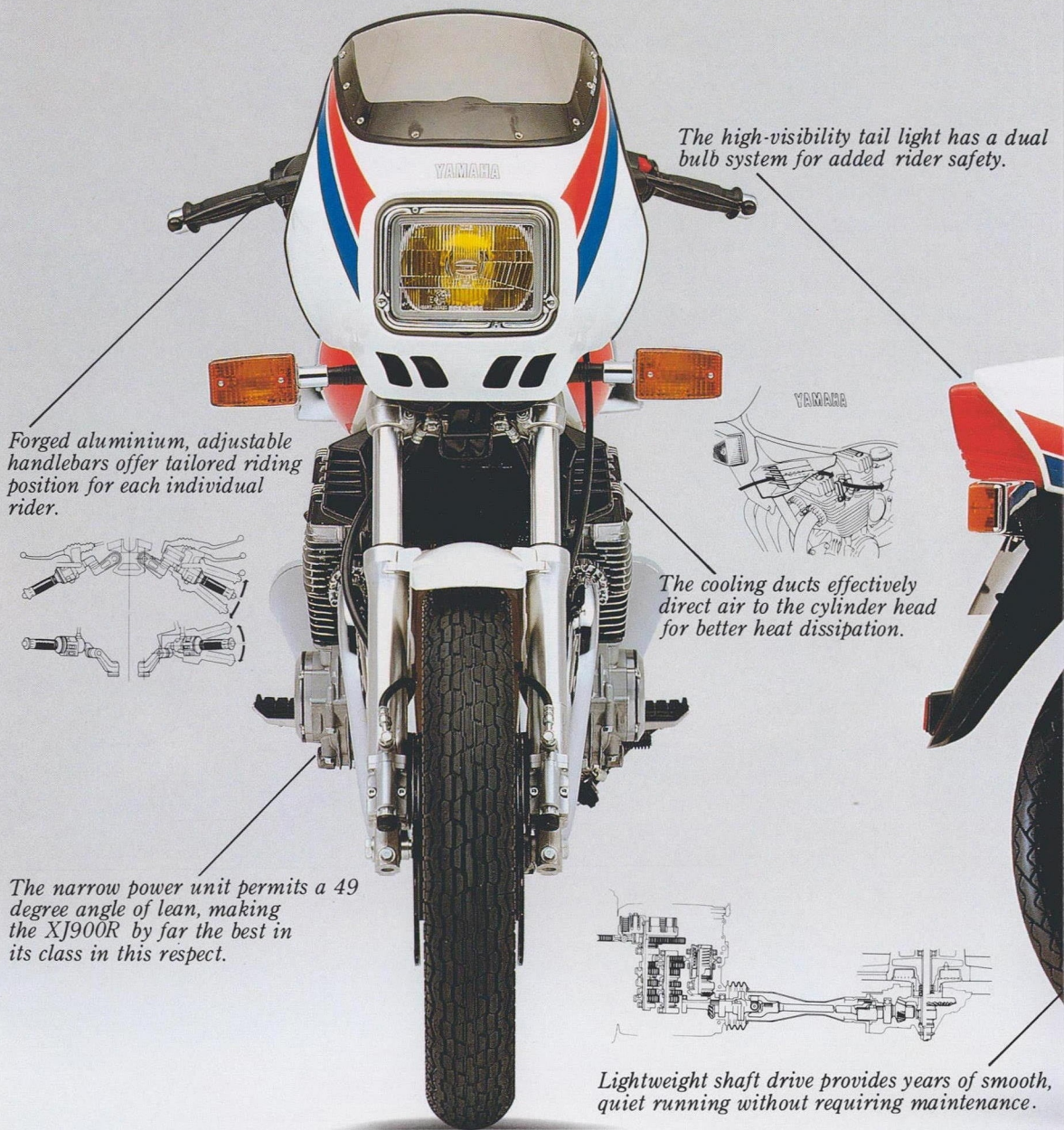


The air-assisted front forks have an equalizer tube linking each leg to ensure that the pressure in them is always identical. Short, large diameter fork legs and a cast alloy brace improve front-end rigidity for predictable handling at any speed.

Sandwich-construction brake discs have cooling vents through their core — technology taken from Grand Prix racing cars. Opposed piston calipers and semi-metallic pads increase braking force, even in wet conditions.

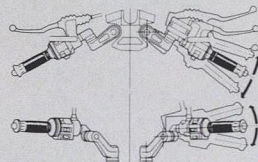


Twin De Carbon-type shock absorbers use gas/oil damping with remote fluid reservoirs for added capacity and cooler operation. Both the damping characteristics and the spring pre-load tension can be easily adjusted by rotating a single dial. Changes can thus be quickly and accurately made to compensate for rougher roads, higher cornering speeds or heavier machine loads.

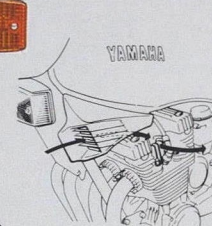


The high-visibility tail light has a dual bulb system for added rider safety.

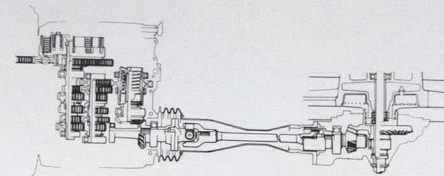
Forged aluminium, adjustable handlebars offer tailored riding position for each individual rider.



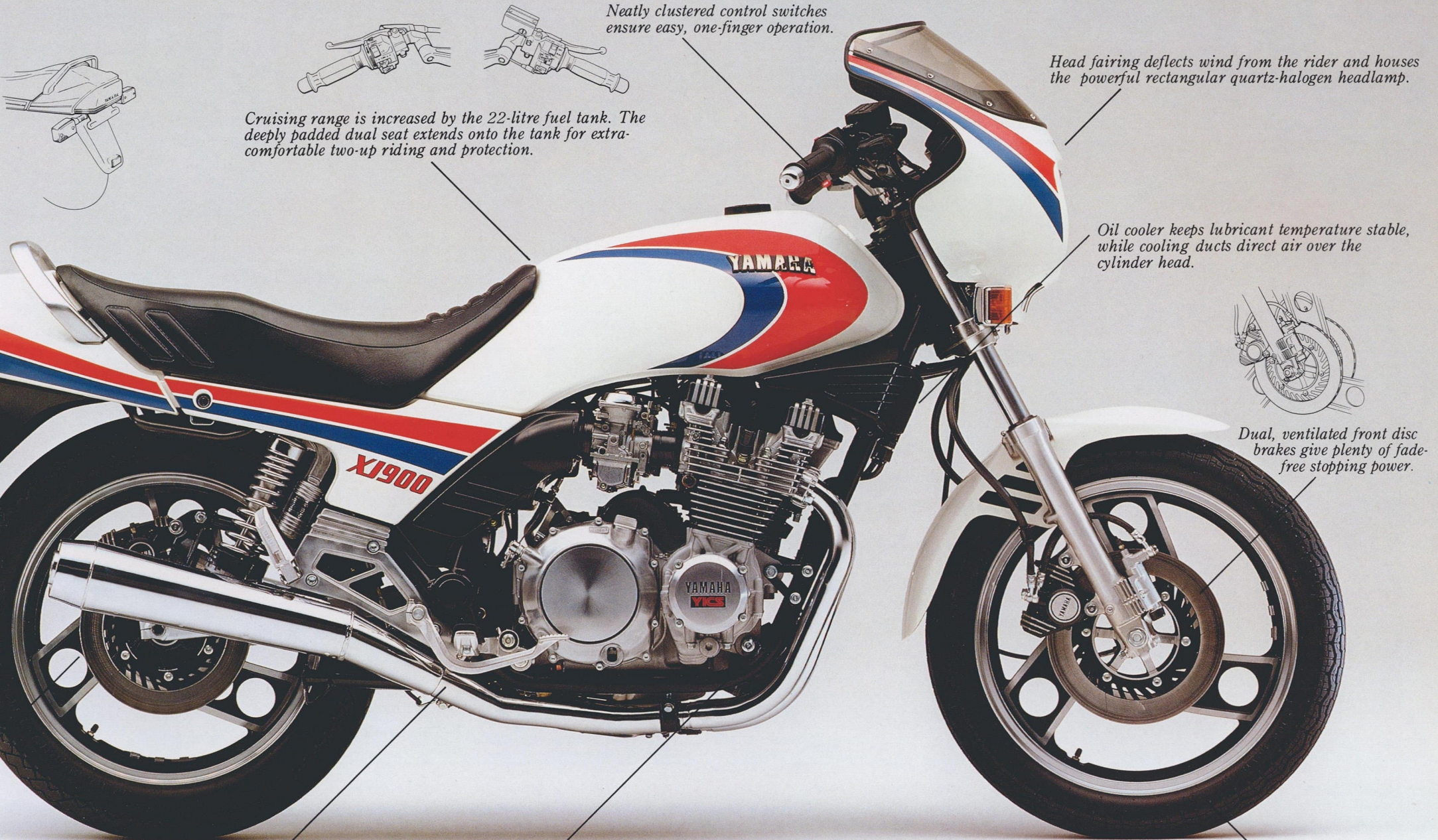
The cooling ducts effectively direct air to the cylinder head for better heat dissipation.



The narrow power unit permits a 49 degree angle of lean, making the XJ900R by far the best in its class in this respect.



Lightweight shaft drive provides years of smooth, quiet running without requiring maintenance.

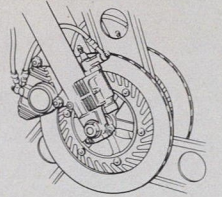


Neatly clustered control switches ensure easy, one-finger operation.

Cruising range is increased by the 22-litre fuel tank. The deeply padded dual seat extends onto the tank for extra-comfortable two-up riding and protection.

Head fairing deflects wind from the rider and houses the powerful rectangular quartz-halogen headlamp.

Oil cooler keeps lubricant temperature stable, while cooling ducts direct air over the cylinder head.



Dual, ventilated front disc brakes give plenty of fade-free stopping power.

The high-performance exhaust system is of four-into-one design, finally branching out into two large-capacity silencers.

Twin loop, full cradle frame in high-tensile steel is the ideal combination of light weight and rigid construction.

Low-profile, V-rated (extra high speed) tyres are fitted to the new triple spoke, high-rigidity wide rim cast alloy wheels.

Rear view mirror(s) standard equipment.

