

YAMAHA

GTS1000/1000A



**Yamaha GTS.
Ride the Future.**

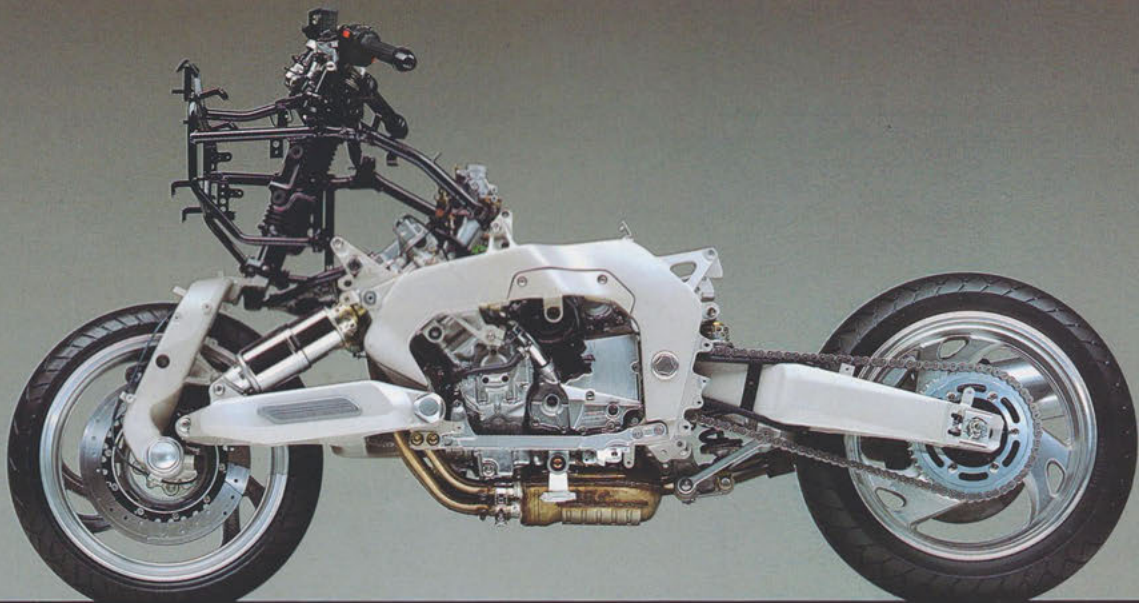


Omega chassis. Hub link steering. Electronic Fuel Injection. Just some of the features that make the revolutionary new Yamaha GTS one of the most outstanding motorcycles ever built.

With its high-torque one litre motor, unmatched high-speed stability and superb rider comfort, this new environmentally responsible Sports Tourer leaves the competition in the past.

And will take you into the future.

Yamaha Omega Chassis : A Giant Step Forward.



Never before has a Sports Tourer been equipped with such an advanced frame and suspension system.

Designed to achieve previously unattainable levels of high speed stability, the GTS's new Omega chassis incorporates a technically advanced single-arm front suspension design and hub link steering with inherent anti-dive properties.

With a low centre of gravity and centralized mass, this sophisticated new system elevates the machine's handling performance way above the opposition.

And with ABS available on the GTS1000A, optimum rider control is assured.

Yamaha Omega chassis. Beyond comparison.



GTS
YAMAHA

EFI

OMEGA CHASSIS CO



GTS.
**Leading motorcycle
design into a whole
new world.**

Fully equipped with advanced features like our new single-sided swinging arm front suspension, high-efficiency Electronic Fuel Injection and pollution-reducing Catalyzer, the GTS1000 is undoubtedly ahead of its time.

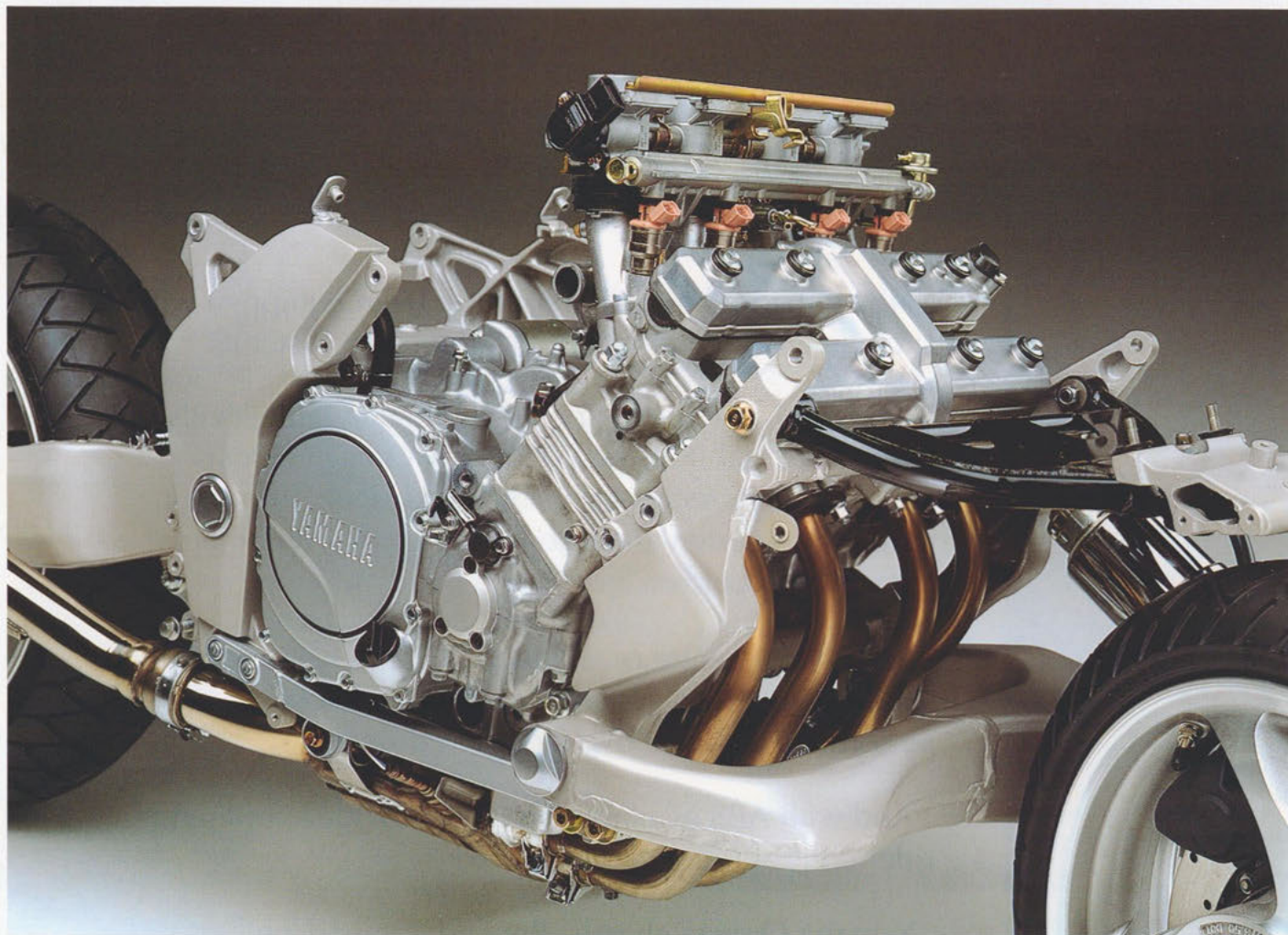
And that's because at Yamaha we're always looking to the future.

Single-sided swinging arm front suspension

Most radical development on the GTS is the all-new single-sided swinging arm suspension.

Featuring a single shock absorber which operates independently of the steering, its inherent anti-dive properties eliminate the pitching experienced under braking with conventional forks - thereby improving rider comfort and roadholding under heavy deceleration.

Giving 116mm of front wheel travel, this new system offers excellent all-round handling characteristics combined with unmatched high-speed stability under a wide range of surface and load conditions.



Engine performance and design

Four cylinder liquid-cooled 20-valve motor has been specifically designed for excellent low and mid-range performance.

Low speed torque is enhanced by the use of long, thin inlet manifolds as well as slim exhausts and a mild 10.8:1 compression ratio.

Electronic fuel injectors precisely meter fuel delivery for increased efficiency, and to reduce exhaust emissions* a catalyzer is fitted as standard equipment.

Producing maximum torque at 6500 rpm, the new GTS powerplant will outperform many Supersport models in mid-range, making for quick and easy passing on busy roads.

*Approximate emission reductions: HC-60%; CO-70%; NOx-60%.

Comfort of full fairing air management

Aerodynamically-efficient fairing is designed to blend perfectly with the main beams of the new Omega chassis, and can be fitted with either a touring or sports screen, both of which are supplied with the machine. Beautifully styled to emphasise the futuristic looks of the GTS, the fairing ensures supreme rider and passenger comfort over a wide range of speeds.

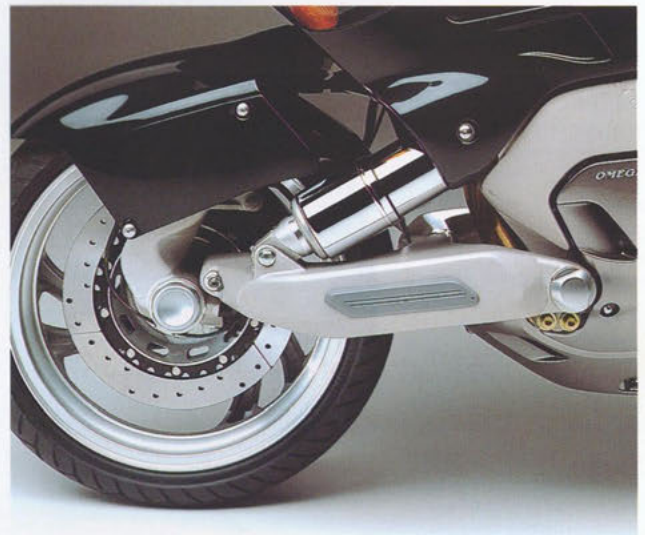
For improved aerodynamics the chassis is fully enclosed with the sculpted bodywork, and for maximum performance an air management system directs cool, fresh air into the 7.7 litre airbox, and ducts hot air from around the motor rearwards.

Seat, storage compartments, lights and anti-theft

Comfort is a major feature on the GTS and in addition to the aerodynamic fairing the machine is fitted with a generously-proportioned stepped dual seat.

To emphasise the machine's beautiful lines the front flashers are incorporated within the fairing, while an attractive tail lamp with integral flashers makes for a smooth, sleek rear end.

A useful glove compartment is built into the fuel tank, with additional storage space in the tail cowl. And to deter thieves a new 'drill-resistant' steering lock and ignition cut-out system are featured, while an under-seat compartment is designed to carry a U-lock.



Yamaha GTS specification analysis.

Fairing

Flowing gracefully from the nose of the GTS into the tank cover and over the motor, the aerodynamically-efficient fairing offers the highest levels of rider comfort and substantially reduces fatigue, and can be fitted with either the sport or touring screen.

In-tank compartment.

Situated in front of the fuel filler cap, a lockable compartment offers useful storage space for items like sunglasses and gloves, or perhaps change for highway tolls.

Built-in mirrors

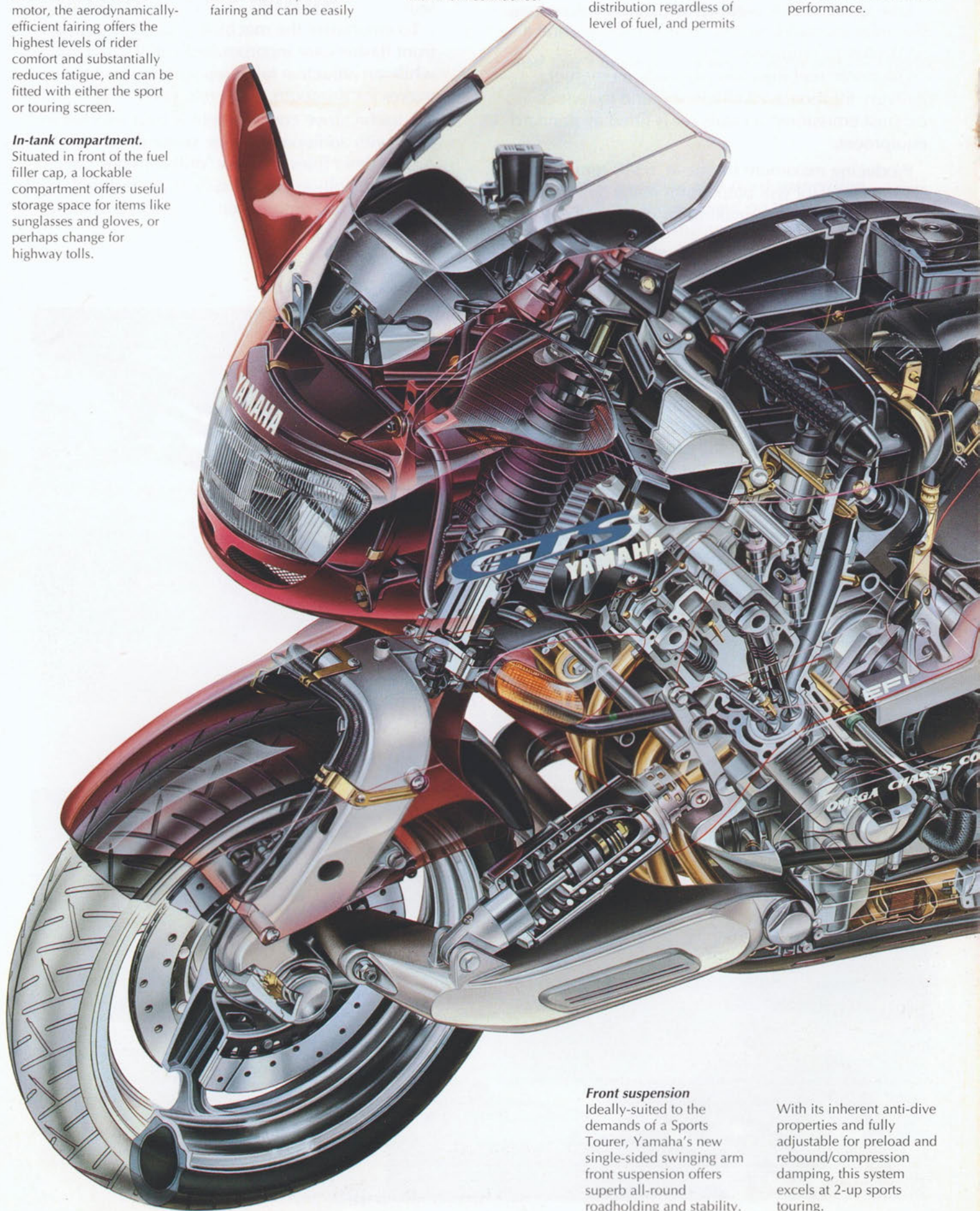
Colour co-ordinated aerodynamic mirrors blend smoothly with the fairing and can be easily

adjusted to give the rider optimum rear vision for maximum confidence.

Tank

Centrally-located 20 litre fuel tank maintains a consistent front/rear weight distribution regardless of level of fuel, and permits

the use of a large airbox and long, straight inlet tracts for maximum engine performance.



Front suspension

Ideally-suited to the demands of a Sports Tourer, Yamaha's new single-sided swinging arm front suspension offers superb all-round roadholding and stability.

With its inherent anti-dive properties and fully adjustable for preload and rebound/compression damping, this system excels at 2-up sports touring.

Instrument panel

GTS instrument panel features a large, central electronic speedometer flanked by an electronic tachometer and clock on the right, with indicator light and water temperature gauge on the left. And for long distance riders we've fitted two tripmeters and an easy-to-read fuel gauge.

Anti-theft key

To deter thieves this machine is fitted with a high-security steering lock whose 7-leaf tumbler mechanism is designed to resist damage from drill and screwdrivers. As an added anti-theft measure we've also incorporated an automatic ignition cut-out which is activated when the ignition switch is bypassed.

Front disc brake

320mm ventilated front disc fitted to the GTS uses an extremely powerful 6 pot opposed-piston caliper. Generating immense pad pressure,

this new system delivers strong, progressive braking to bring the rider and machine to a halt with ease.

Large swinging arm-mounted fender

At the rear end a wheel-hugging lightweight fender mounted to the swinging arm protects the chassis from road spray and virtually eliminates underside damage from road debris like small stones or gravel.

Paint

To emphasise the high quality finish on the GTS we have developed a new painting process called Melange which gives a remarkably deep, clear and attractive finish to the machine's bodywork.

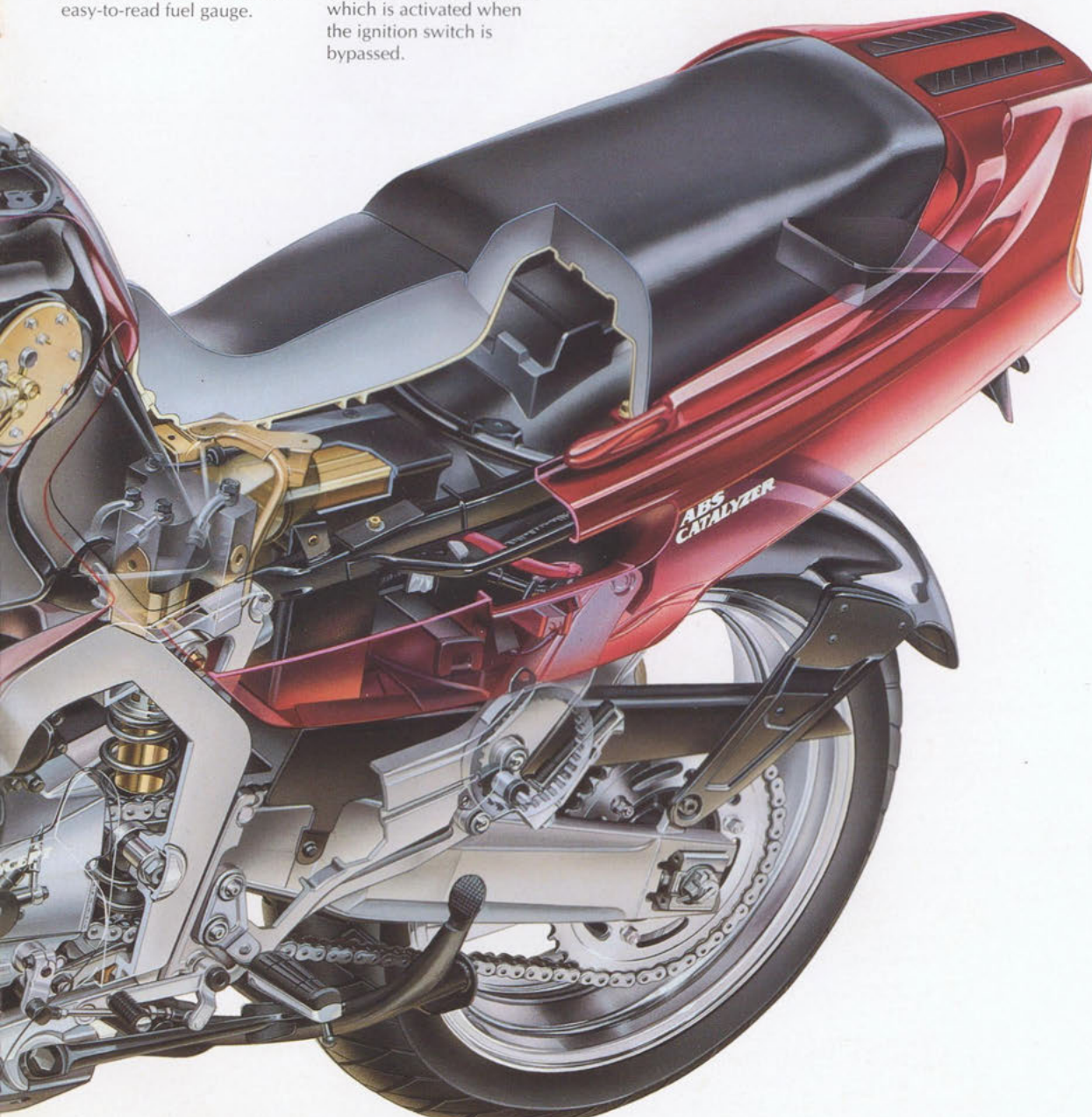
Tail light

GTS rear light assembly incorporates integral flashers which give the machine a distinctive and futuristic look when seen from behind.

Attractive styling and less vulnerable than traditional flashers, this new design gives the machine a smooth, aerodynamic rear end.

Wheel and tyres

Newly-designed 3 spoke cast alloy 17 inch wheels are fitted with a 130/60 ZR17 front tyre and a 170/60/ZR17 rear. And to facilitate the application of the new front suspension system the front wheel features offset spokes.



Handlebar switches

Like the seat and footrest positions the GTS1000's handlebar switches are ergonomically designed for ease and accuracy of operation so that the rider can concentrate fully on the road ahead. And because the GTS is equipped with an automatic choke, no lever is required for cold starts.

Rear suspension

Monocross rear suspension utilises a Deltabox swinging arm operating an adjustable shock. Strong and light, this proven system offers precise and predictable roadholding to complement the super-stable new front end.

Tail box

As well as the glove compartment up front there is also extra space in the tail box for secure storage of small items like straps or chain lube, and is easily accessible by simply lifting the seat.

ABS

Yamaha's electronic ABS uses wheel sensors which signal to an Electronic Control Unit when wheel lock-up is imminent. When

this happens a Hydraulic Unit is commanded to release brake fluid pressure and wheel lock is prevented.



DRC2 (Deep Red Cocktail 2)



BSC1 (Bluish Black Cocktail 1)



GTS1000/GTS1000A
TECHNICAL SPECIFICATIONS
ENGINE

Type 4-stroke, liquid-cooled,
DOHC, 5-valve, parallel four
Displacement 1,002.0 cc
Bore and stroke 75.5 x 56.0 mm
Compression ratio 10.8 : 1
Max. power (DIN) 100.6 PS
(74.0 kW) @ 9,000 rpm
(ISO) 96.6 PS
(71.1 kW) @ 9,000 rpm
Max. torque 10.8 kg-m
(105.8 Nm) @ 6,500 rpm
Lubrication Wet sump
Fuel injection system EFI
Ignition Transistorised (digital)
Starter system Electric
Fuel tank capacity 20.0 litres
Oil tank capacity 3.2 litres
Transmission 5-speed, constant mesh
Final transmission Chain drive

CHASSIS

Overall length 2,170 mm
Overall width 700 mm
Overall height 1,320/1,255* mm
Seat height 795 mm
Wheelbase 1,495 mm
Min. ground clearance 135 mm
Dry weight 246/251 kg (with ABS)
Front suspension Swing axle
Rear suspension Swinging arm
Front brake Single 320 mm Ø disc
Rear brake Single 267 mm Ø disc
Front tyre 130/60 ZR17
Rear tyre 170/60 ZR17

* Comes with high and low windshields

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Specifications and appearance of Yamaha products shown here may vary according to requirements and conditions, and are subject to change without notice. For further details, please consult your Yamaha dealer.



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chloride free paper.

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3MC GTS-93E