

FJ1100



MORE MUSCLE FROM YAMAHA— THE AWESOME FJ1100 SUPERBIKE.

For the first time ever, Yamaha are getting truly serious in the superbike wars. The gloves are off in the battle for pure power and this time there are no compromises!

Enter our challenger, the awesome FJ1100 ...

This is the model where our designers were given the proverbial 'clean sheet of paper' but with no restrictions at all from the marketing men. Their only instructions were to design a machine that is a match for anything on today's roads ... in horsepower, handling, braking and all facets that make the 'superbike' tag.

That they succeeded on every count is obvious as soon as you lay eyes on the Yamaha line leader.

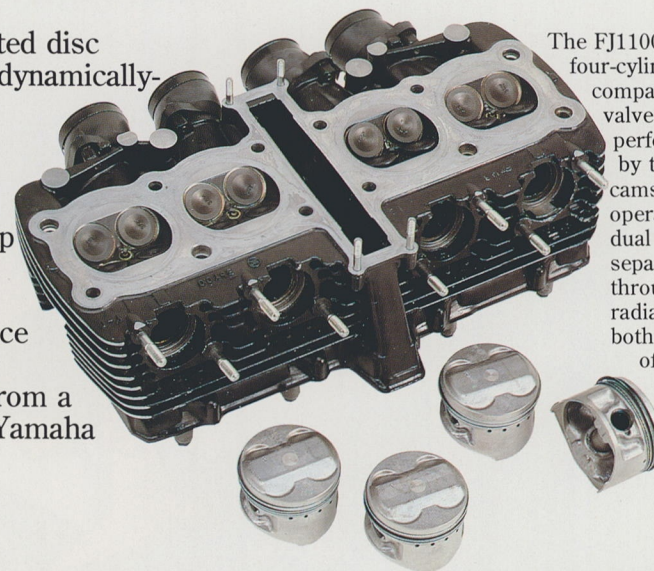
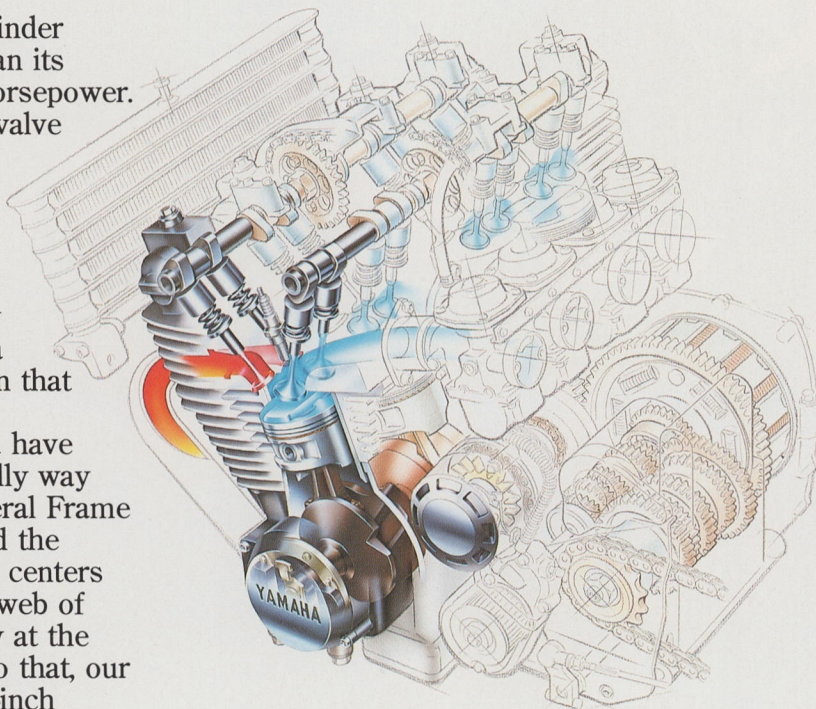
The FJ1100 has a compact, four-cylinder engine that is lighter and narrower than its rivals and on a par with them all in horsepower. Double overhead camshafts and a 16-valve head that uses the four-valves-per-cylinder layout for optimum fuel flow and combustion efficiency. Twin oil pumps, hydraulic clutch, transistor-controlled electronic ignition and the rear-mounted alternator, pioneered by Yamaha, which reduces the width of a four-cylinder engine to little more than that of a twin of comparable capacity.

That's the power pack that Yamaha have housed in a chassis which is technically way ahead of any competitor. Its new 'Lateral Frame Concept' wraps the main tubes around the *outside* of the anti-dive front forks and centers the steering head in the chassis by a web of short, stiff tubing to guarantee rigidity at the frame's most critical flex point. Add to that, our rising-rate Monocross suspension, 16-inch

wheels with wide-profile tyres, ventilated disc brakes with alloy calipers, and an aerodynamically-improved fairing and engine cowl.

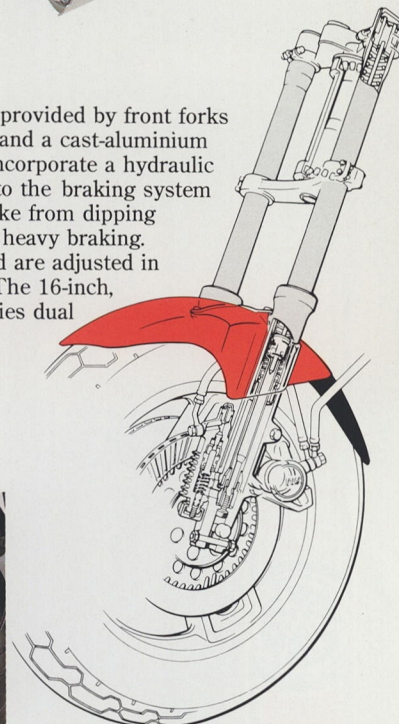
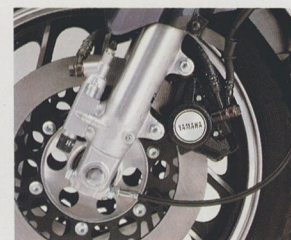
It all totals up to a bike that looks ready to roll in world championship endurance racing, but is equally capable of crossing a continent, two-up and loaded with luggage. A bike that deserves all the superlatives and one which delivers every bit of performance that its sensational styling promises.

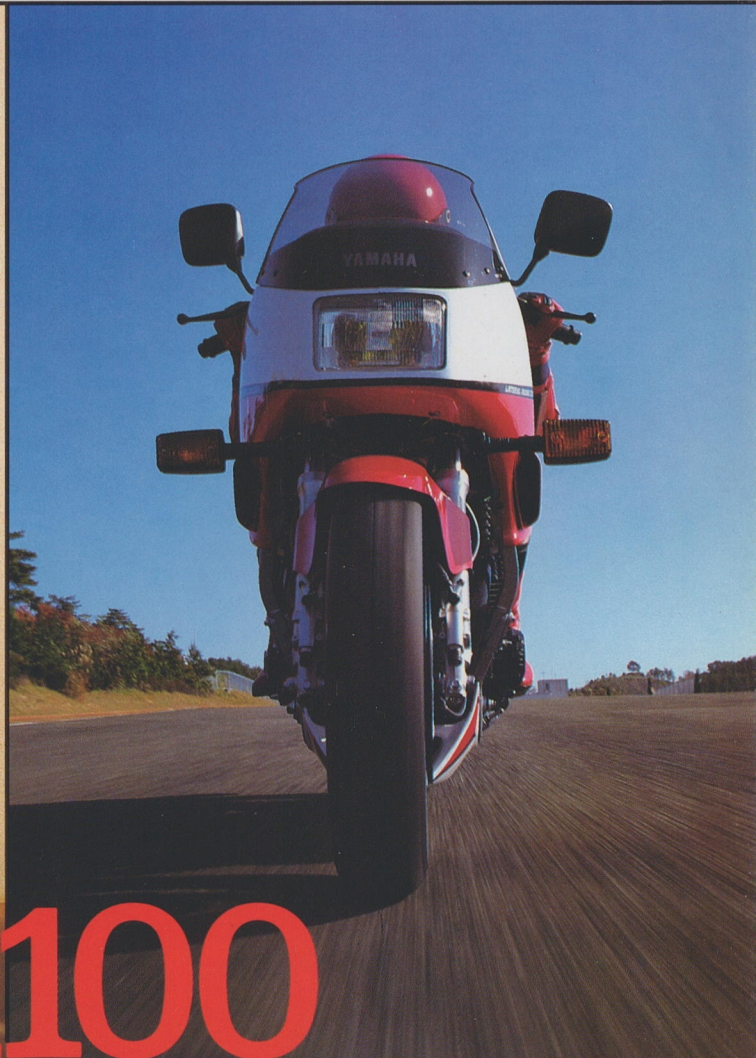
If you're looking for more muscle from a motorcycle, look no further than the Yamaha FJ1100.



The FJ1100 is a completely new, in-line, four-cylinder engine based on the compact XJ Yamaha motor. Four valves per cylinder for optimum performance are driven directly by the double overhead camshafts to ensure accurate operation at very high rpms. The dual lubrication system has separate pumps to circulate oil through the engine and cooling radiator. Electronic ignition has both transistor and vacuum control of the automatic advance/retard mechanism.

Racetrack-calibre steering is provided by front forks that have 41mm stanchions and a cast-aluminium brace to reduce flex. They incorporate a hydraulic anti-dive mechanism linked to the braking system to prevent the nose of the bike from dipping under the weight transfer of heavy braking. Damping and spring pre-load are adjusted in tandem by a single control. The 16-inch, wide-profile front wheel carries dual ventilated disc brakes with light alloy, opposed piston calipers.





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High-power, quartz-nalogen headlight has its rectangular lens mounted flush with the fairing for better air penetration. Beam alignment can be adjusted by remote control from the cockpit.

The 'O-ring' chain and more durability guide plates to reduce drive-train judder.



Triple-spoke, 16-inch wheels are used front and rear to reduce frontal area and lower the centre of gravity. Wide-profile, V-rated tyres put plenty of rubber on the road for traction and stable handling.

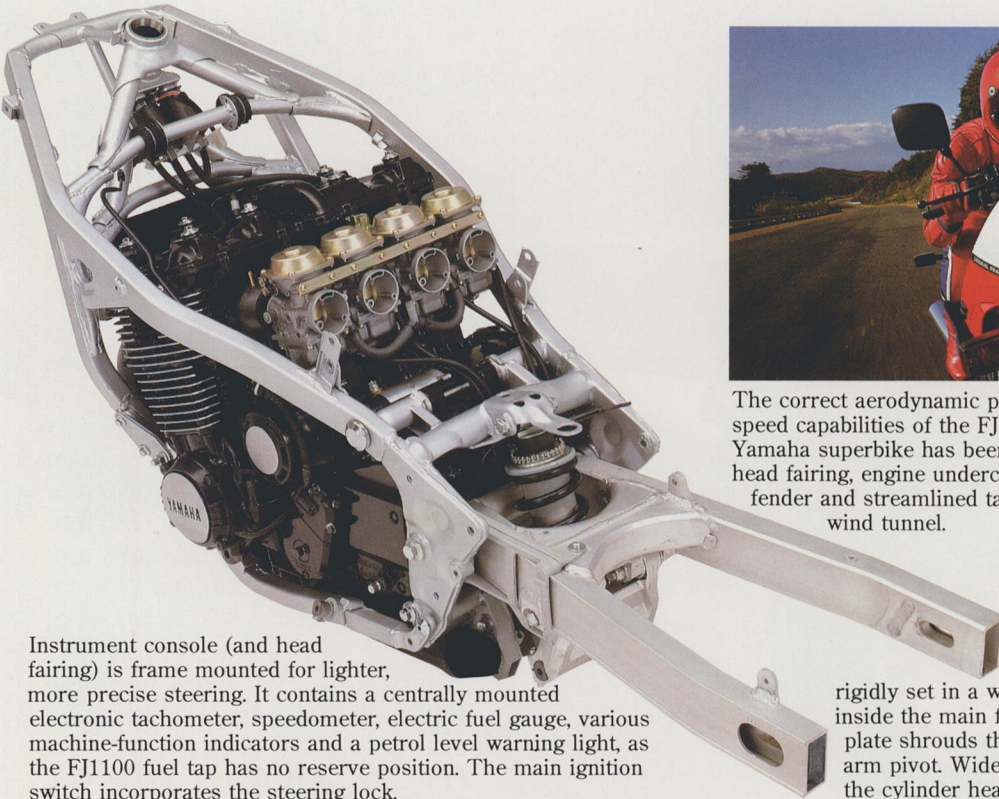
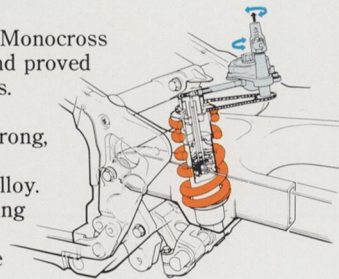
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The correct aerodynamic profile is vital to a machine with the speed capabilities of the FJ1100. Therefore the bodywork of the Yamaha superbike has been developed as an integrated package: head fairing, engine undercowl with spoiler, wrap-around front fender and streamlined tail unit. All tested and proven in the wind tunnel.

The new 'Lateral Frame' design uses box-section, high tensile steel tubing to resist flex. Steering head is rigidly set in a web of short tubes and the forks pivot inside the main frame. A protrusion-free alloy cover plate shrouds the rear engine mount and swinging arm pivot. Wide top tubes permit easiest access to the cylinder head area.

Yamaha's famous rising-rate Monocross suspension was developed and proved on our Grand Prix road racers. The swinging arm is in lightweight but immensely strong, square-section alloy tubing. Linkage arms are in forged alloy. Five-way programmed damping and pre-load settings are adjusted by rotating a remote control dial.



Instrument console (and head fairing) is frame mounted for lighter, more precise steering. It contains a centrally mounted electronic tachometer, speedometer, electric fuel gauge, various machine-function indicators and a petrol level warning light, as the FJ1100 fuel tap has no reserve position. The main ignition switch incorporates the steering lock.



Plenty of room and lots of comfort for long distance riding is provided by the contoured dual seat. It lifts off for easy access to the glove compartment in the tail cowl, even with pannier boxes fitted for touring. Lateral frame design and 16-inch wheels give a low seat height for better manoeuvrability.

retains its lubricant for less maintenance
ity. The three-layer drive sprocket has plastic
duce noise. Clutch-hub damper eliminates

An anti-theft, steel cable machine lock is standard equipment on the highly-desirable FJ1100.

Fast touring riders will appreciate the 24.5-litre fuel tank with its wide, flat top allowing easy, secure mounting of a tank-top bag. Fuel tap is operated by negative pressure, no need to switch it on and off.

Forged-alloy handlebars, rear-set footrests and contoured seat/tank permit ideal riding position for sporting or long distance touring riders.

Carburation is by four BS36 constant velocity units. These react to pressure changes in the engine to give instant throttle response and smooth power delivery.

Large-diameter disc brakes (twin front and single rear) are centrally ventilated. Light alloy, opposed piston calipers and semi-metallic friction pads give powerful braking in any weather.

Four exhaust pipes merge into a single collector box from which come two high-capacity silencers. These are well tucked in each side of the machine for no less than 51 degrees of leaning lean!

The heavy-duty clutch has a smooth, light action thanks to its hydraulic operation and diaphragm-type spring. It also needs less maintenance than the conventional cable-activated version.

The cam-chain is of the Hy-Vo, multi-row, continuous link type to give greater reliability and quieter operation. It is self-adjusting via a slide tensioner.

The five-speed transmission has chamfer-cut gears which means less mechanical noise. Close gear ratios and a TZ-type racing shift mechanism mean positive gear changing for sporty riding.

The transistorized ignition has an electronic and vacuum-linked automatic advance/retard mechanism. This ensures exact ignition timing for any engine speed or load conditions.

Rear view mirror(s) standard equipment.

