

XV1100



Big. Bad. And beautiful.

1986 is not a year for taking things lying down. If the prospect of being stretched out over the tank of a screaming inline four doesn't appeal to you, then maybe you're ready for the deep, throaty beat that makes V-twins so distinctive. And torque that starts way down and builds up relentlessly to a massive level at only 3000rpm, with power continuing to surge to the back wheel up to above 7000rpm.

The classic V-twin layout belies some very up to date engineering. The 75° vee angle and unique firing order cut out vibration, doing away with the need for balance shafts. Chain driven overhead camshafts make sure that the engine breathes efficiently—the reason behind all the bags of urge. The power is put to good use too, with a bevel shaft passing it on to the the back wheel without any of the fuss of chain drive. And self-adjusting cam chain tensioners and electronic ignition also help take the trouble out of tradition.

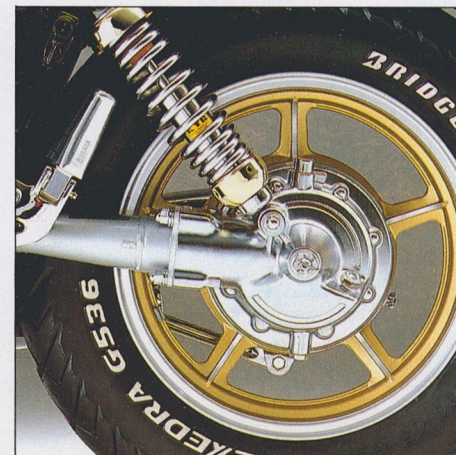
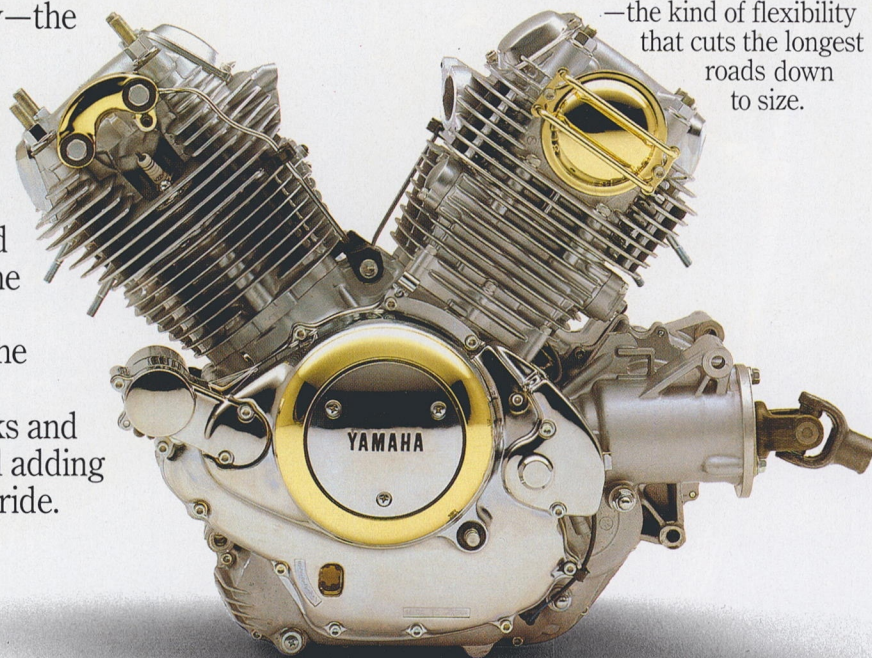
The monocoque frame allows the engine to be slung low, with interconnected, air adjustable front forks and adjustable damping rear shocks all adding up to good handling and a smooth ride. And for stopping power,

twin slotted discs up front and a massive rear drum brake haul the mighty machine down from the radar zone faster than you can run up a citation.

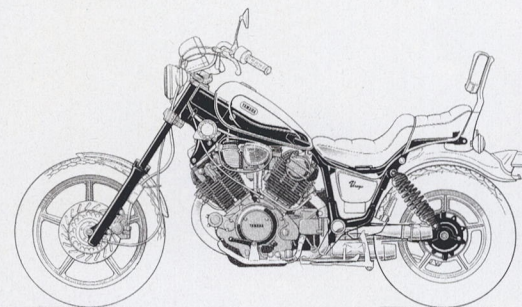
1986 is the year of the tiger. And of the Virago.

The powerplant of the Virago 1100 dominates whole of the machine. The massive cylinders set at 75° have a unique firing order to eliminate vibration without the extra weight of balance shafts, and rubber engine mountings further add to the smoothness. The Virago has not been left behind by the technology race, with overhead camshafts and automatic cam chain tensioners, and a smooth five-speed gearbox. From the lowest rumble of the engine, gobs of torque are developed, building up to a colossal 96.2Nm at only 3000rpm. This engine has so much low- and mid-range muscle that you might almost forget to use the gearbox, and the powerband extends up above 7000rpm

—the kind of flexibility that cuts the longest roads down to size.



Transmitting the untiring power of the Virago 1100 engine to the rear wheel is no small task. A remarkably efficient shaft drive does it in style: totally enclosed, it is quieter than a chain and virtually never needs maintenance or replacement.



Anything this bad belongs behind bars. Or perhaps anything that looks this good should be behind glass. Whichever way you look at it, the Virago 1100 attracts plenty of attention. The huge V-twin engine. Pulled back bars and a radical rake angle. Immaculate detailing. And from any angle, perfect lines.

Fully enclosed and virtually

Barrel-sprung damping gear keep the ru

ing shocks with adjustable
rive a smooth ride and
bber gripping hard.

Classic teardrop tank with new
shaded paintwork. Deep gloss and
immaculate detailing could have
come from the best custom shop.

Instruments housed in slim pods,
with traditional white, easy to read
faces.

Advanced monocoque frame uses
the engine as a stressed member,
giving high rigidity and low weight.

Loose cushioned split seat with
back pad looks good, feels good.

Sub tank brings fuel capacity up
to 16.8 litre.

Meaty 1100cc engine delivers
dollops of torque. Automatic cam
chain tensioner runs quiet and
keeps maintenance to a minimum.

38mm air adjustable front forks
are interconnected for better
adjustment.



Smooth five-speed gearbox.

Deep chromed crankcase covers.

d shaft drive is quiet
maintenance free.

Classic over-and-under exhaust
layout.

Dual hydraulic front discs match
the power of the Virago 1100.



XV1100 SPECIFICATIONS

ENGINE

Type.....	4-stroke, SOHC, V-twin
Displacement.....	1,063 cc
Bore and stroke.....	95.0 × 75.0 mm
Compression ratio.....	8.3 : 1
Max. power (DIN).....	77.7 PS
	(57.1 kW) @6,000 rpm
Max. torque (DIN).....	9.81 kg-m
	(96.2 Nm) @3,000 rpm

Lubrication.....	Wet sump
Carburation.....	HSC40 (2)
Ignition.....	Transistor controlled
Starter system.....	Electric
Fuel tank capacity.....	16.8 l
Oil capacity.....	3.6 l
Transmission.....	5-speed
Final transmission.....	Shaft drive

CHASSIS

Overall length.....	2,285 mm
Overall width.....	840 mm
Overall height.....	1,170 mm
Seat height.....	715 mm
Wheelbase.....	1,525 mm
Ground clearance.....	145 mm
Dry weight.....	221 kg
Suspension Front.....	Telescopic forks
Rear.....	Swingarm
Brakes Front.....	Dual discs
Rear.....	Drum
Tyres Front.....	100/90-19-57H
Rear.....	140/90-15-70H

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