

FJ1100





# TWO WORDS SAY IT ALL: YAMAHA SUPERBIKE.

There's never been a performer like this before. Because this is Yamaha's first all out supersport bike.

The FJ1100 marries years of winning Yamaha race technology for the first time with the renowned power capabilities of their large capacity in-line four.

*Large wind tunnel designed frame-mounted upper fairing protects rider from the elements at high speed. Lower fairing unit provides spoiler effect and eliminates power-robbing turbulence around lower engine cases while directing cooling air at cylinders and head.*

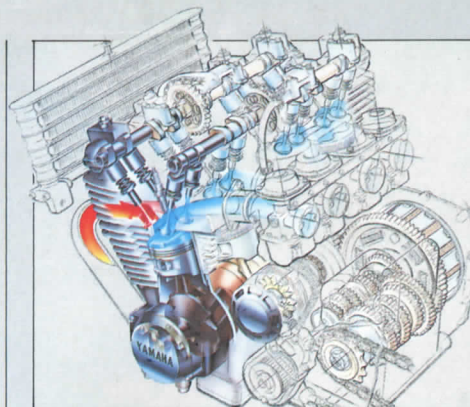
*Large capacity oil cooler prevents lubricant breakdown, contributes to long engine life.*

*Large diameter (41mm) front forks and aluminum alloy fork brace, 3-way programmed damping/pre-load adjustment.*

The result is a beefed-up chain driven, ultra compact 1097cc parallel four with double overhead cams and a 16 valve head. All housed in a race-bred chassis that's technically way ahead of any other production line motorcycle.

The FJ1100. Uncompromising performance for you; a lot of trouble for the competition.

*Yamaha's Lateral Frame Concept provides greatest possible steering head rigidity and optimal resistance to torsional forces overall. Fairing mounts directly to frame, eliminating fairing mount.*



*DOHC 16 valve engine features self-tensioning HYVO cam chain, micro-computer-controlled electronic ignition, dual concentric oil pumps. Five speed close ratio gear box employs compact TZ shift mechanism and multi-plate hydraulic clutch.*

*FJ1100 is first Yamaha over 650cc to employ chain final drive. Sealed O-ring chain plus TZ-type tensioner and clutch hub damper provide optimum power transfer and smooth response.*



*Opposed-piston, internally ventilated dual disc brakes with semi-metallic pads work in conjunction with Yamaha anti-dive front suspension.*

*High speed V-rating low profile tires on 16 inch rims front and rear testify to the all-out performance intent of the FJ1100.*

## ENGINE

Type.....4-Stroke, DOHC, 16-Valve, Four  
Displacement.....1,098 cc  
Bore and Stroke.....74.0 x 63.8 mm  
Compression Ratio.....9.5 : 1  
Maximum Torque.....9.8 kg-m  
(70.9 ft.-lbs.) @8,000 rpm

Carburetion.....Four Mikuni BS36  
Ignition.....Transistor Controlled  
Starting.....Electric  
Lubrication.....Wet Sump  
Oil Capacity.....4.2 l (3.7 Imp. qts.)  
Transmission.....5-Speed

## CHASSIS

Overall Length.....2,175 mm (85.6")  
Overall Width.....730 mm (28.7")  
Overall Height.....1,230 mm (48.4")  
Wheelbase.....1,490 mm (58.7")  
Ground Clearance.....140 mm (5.5")  
Seat Height.....780 mm (30.7")  
Dry Weight.....227 kg (500 lbs.)  
Fuel Tank Capacity.....24.5 l  
(5.4 Imp. gals.)

## Suspension

Front.....Telescopic Fork  
Rear.....Swingarm with Monoshock

## Brakes

Front.....Dual Ventilated Discs  
Rear.....Single Ventilated Disc

## Tires

Front.....120/80V-16  
Rear.....150/80V-16

Coloring.....Stormy Red/Silky White

Always wear a helmet and eye protection.  
Specifications are subject to change without notice.  
Rear view mirror(s) standard equipment.

*High capacity Monocross rear suspension employs De Carbon type gas/oil shock absorber with 5 way programmed adjustment for spring preload and damping. Alloy swing arm and forged alloy linkage provide true rising-rate suspension.*

# YAMAHA

THE WAY IT SHOULD BE.™