

Y600/1100





# FJ1100

*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.*

*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.*

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

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

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

*Sealed O-ring chain plus TZ-type tensioner and clutch hub damper provide optimum power transfer and smooth response.*

*Large alloy casting acts as swing arm pivot and rear engine mounting plate. Provides extreme rigidity and helps keep frame mass low.*

*DOHC 16 valve 1097cc engine sets new standards for power output, compactness and power-to-weight ratio for superbike class.*

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





# FJ600

Black-chrome finished 4-1-2 exhaust system is tuned to enhance engine performance and tucked well in, contributing to FJ600's exceptional potential lean angle.

Low maintenance sealed O-ring final drive chain.

Monocross rear suspension with high-tensile box-section swing arm employs single De Carbon type gas/oil shock absorber mounted low and central, needle-bearing swing arm pivot and features easy remote 5-way adjustment.

Double overhead high-lift cams drive valves directly for maximum efficiency.

Lubrication temperature is kept constant under sustained high rpm running by use of a large-capacity, five-row oil cooler.

Frame-mounted upper fairing houses instrument panel, provides rider wind protection. Engine undercowl provides spoiler effect at high speed and directs cooling air at cylinder and head.

Large diameter front forks incorporate air assisted damping for '85. Alloy fork brace and DU metal bushings contribute to excellent lateral rigidity and smooth, progressive shock absorption.

Large slotted triple disc brakes with opposed pistons and semi-metallic pads ensure powerful, reliable stopping power in all weather conditions.

Wider, lower profile 120/80-18H rear tire provides improved contact patch, marginally lower centre of gravity.

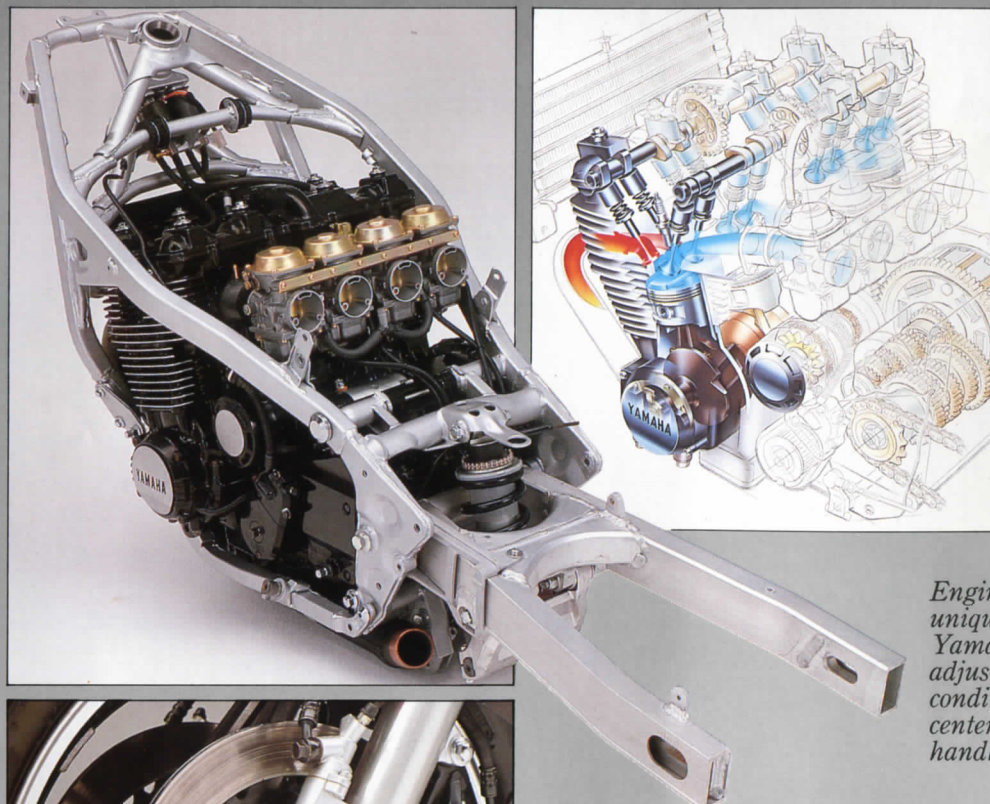
Six-speed transmission features heavy duty clutch and is geared to make effective use of engine's high performance capability.

598cc engine is exceptionally narrow with generator mounted behind cylinders. Maintenance-free transistor-controlled ignition with electronic advance provides strong spark and accurate timing regardless of rpm.





Based on the layout of Yamaha's legendary road racing bikes, the lateral frame provides stiffness and handling precision of a level previously found only on the factory racers. Instead of an upper tube, there are two widely spaced loops which surround the engine, connecting in front of the steering head. The engine is held deep within the frame, the rear suspension is tied solidly behind the engine, and the steering head is completely surrounded by a rigid, tubular truss structure. All the major points are connected solidly, giving absolutely precise geometry and unequalled handling.



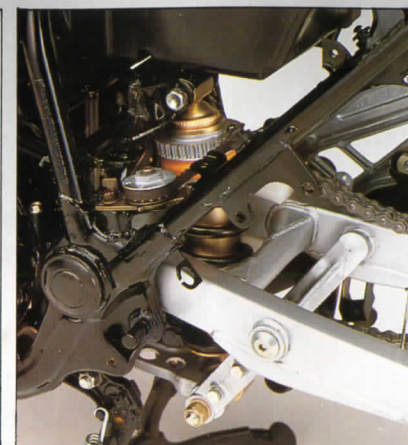
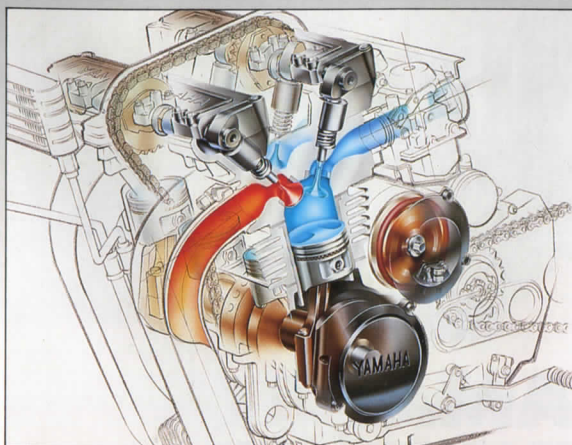
With twin cams, four-valves-per-cylinder, and exceptional breathing, the 1097cc FJ1100 engine delivers more power per pound than any production superbike ever built. The FJ1100 engine also follows Yamaha practice of being extremely-narrow and light to optimize handling and provide generous ground clearance for cornering. Reliable lubrication is provided by not one, but two double-trochoid oil pumps, one for the engine, the other for the oil cooler. For dependable high speed performance, the valves are operated directly by the cam-shaft lobes, with no chance for error in valve train geometry or operation.

Engineered specifically for the FJ1100's unique characteristics and demands, the Yamaha Monocross suspension is fully adjustable to suit riding preference or conditions, and contributes to the low center of gravity that means superb handling and fine balance.



The dual front discs are internally ventilated, just like those on Formula One race cars, for maximum fade-resistant operation under even extreme use. And the anti-dive mechanism helps keep the bike level during hard braking, thus maintaining balance and control while entering a corner.

Engineered in the tradition of compact, light and powerful Yamaha engines, the FJ600, with twin cams and 598cc, is a prime example of advanced technology. It's the narrowest engine in its class, and delivers not only abundant power but also contributes to the FJ600's potential for amazing lean angles in cornering.



In the FJ600, the rising rate Monocross rear suspension has been designed to produce a low center of gravity and give supple action over small bumps, with sure control under the hard going. And a remote linkage makes adjustment for preload easy and quick. Proven on the track, the FJ600's Monocross works wonders on the street.





# Writing the high performance textbook.

When we asked our engineers for the best performing motorcycles on the market, we got something more. They also delivered a whole new textbook on motorcycle performance.

The FJ1100 and FJ600 have been successful beyond our wildest imaginings. Last year, they took the performance market by storm—and tore the racetracks to pieces. When the FJ1100 and FJ600 were through with production based racing, the rest were scraping for leftovers.

When the FJ1100 was through with the quarter-mile, the rest were left with nothing.

And when the major motorcycle publications were through with their accolades, the awards and praise belonged to Yamaha.

We figure our engineers did just fine.

So, what do you do to improve on what we immodestly consider perfection? Very little. The FJ1100 has new passenger footpegs, a rubber mounted fairing for smoothness, a non-skid seat, and an improved fuel gauge.

The FJ600 has a wider, lower profile rear tire to better put its incredible power to the ground, and air assisted front forks.

A relatively small number of relatively small changes is hard evidence of one inescapable fact: These bikes are so terrific there just wasn't, frankly, much to improve on.

Nothing matches, even comes close to, the FJ1100. Its lateral frame is the nearest to a race bike you'll find on an assembly line. The awesome 16-valve, DOHC engine owns any production bike record worth having. In every measure of performance—acceleration, speed, braking, handling—it simply has no equal.

In its class, the same goes for the FJ600. Its double cradle frame is a picture of rigidity. The DOHC engine delivers enormous power for its size, and its ingenious design allows extraordinary lean angles. In the same way as the FJ1100, nothing can match it.

And in addition to high performance, the FJ1100 and FJ600 each provide a level of all-around behavior that is nearly uncanny. They have completely revised the way people think about sport touring, which is perhaps the toughest test of all for the high performance, all day, long distance motorcycle.

Together, the FJ1100 and FJ600 are the technology treatise on the art and science of the high performance motorcycle. And this year they're both ready to give more lessons for another term.

We don't think the competition has even found the classroom.



ENGINE FJ1100N  
 Type .....4-Stroke, DOHC,  
                   4-Valve, Four  
 Displacement.....1,098 cc  
 Bore and Stroke.....74.0 × 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. qt.)  
 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 (501 lbs.)  
 Fuel Tank Capacity.....24.5 l  
                                     (5.4 Imp. gal.)

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

*Always wear a helmet and eye protection.  
 Rear view mirror(s) standard equipment.  
 Specifications and appearance of Yamaha motorcycles shown  
 here may vary according to requirements and conditions and  
 are subject to change without notice.  
 For further details, please consult your Yamaha dealer.*

ENGINE FJ600N  
 Type .....4-Stroke, DOHC, Four  
 Displacement.....598 cc  
 Bore and Stroke.....58.5 × 55.7 mm  
 Compression Ratio.....10 : 1  
 Maximum Torque.....5.1 kg-m  
                             (36.9 ft.-lbs.) @9,000 rpm

Carburetion.....Four Mikuni BS32  
 Ignition.....Transistor Controlled  
 Starting.....Electric  
 Lubrication.....Wet Sump

Oil Capacity.....3 l (2.6 Imp. qt.)  
 Transmission.....6-Speed

CHASSIS

Overall Length.....2,115 mm (83.3")  
 Overall Width.....735 mm (28.9")  
 Overall Height.....1,225 mm (48.2")

Wheelbase.....1,425 mm (56.1")

Ground Clearance.....140 mm (5.5")  
 Seat Height.....790 mm (31.1")  
 Dry Weight.....188 kg (415 lbs.)  
 Fuel Tank Capacity.....19 l  
                                     (4.2 Imp. gal.)

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

Brakes  
 Front.....Dual Slotted Discs  
 Rear.....Single Slotted Disc

Tires  
 Front.....90/90—18 51H  
 Rear.....120/80—18 62H

Coloring.....New Yamaha Black



**YAMAHA**  
 THE WAY IT SHOULD BE.™