

HOT ROD MAGAZINE
TURNS 11.97 E.T.
WITH YAMAHA'S NEW
SECA 750.



(OUR ROAD TESTS
ARE GETTING SHORTER
AND SHORTER)

1980
650
XJ



IT GOES LIKE A SON-OF-A-MAXIM.

Last year's introduction of the Maxim 650 proved once and for all you don't need bulk to get blistering performance from a motorcycle.

Here was a 650 with the fire-power of a 750 and more than a few 850's. A remarkably light, lean machine boasting effortless handling and clean, fluid styling. With a list of technical goodies as long as your arm.

LIGHTNING STRIKES TWICE.

Introducing the Maxim 550. It'll cover the quarter mile in times usually reserved for bikes 100, 200, even 300cc's larger.

It's the lightest DOHC four-cylinder production machine of its size ever made.

And narrow? Incredibly, it's only one-half inch wider than our own XS400 twin.

The trim 528cc four gets its potency from a hot-sparking Transistor Controlled Ignition with electronic advance

and some technological wizardry called YICS—Yamaha Induction Control System.

A series of sub-intake ports literally blasts the fuel-air mixture around the combustion chamber, which results in more complete combustion, more power per stroke. More efficiency, too. But with no additional moving parts.

Add a six-speed transmission, low center of gravity cast alloy wheels, and unique off-set handlebars, and the Maxim 550's lean performance package is right at home on lonely backroads.

But it's most definitely styled to attract a crowd. Upswept pipes, low two-tier seat, shapely teardrop tank, and a couple of mouth-watering colors—New Ruby Red and New Yamaha Black.

The Maxim 550 is a motorcycle with class-shattering performance, revolutionary engineering, and astounding good looks. But that's not surprising for a Maxim.

It runs in the family.



IF YOU CAN'T DECIDE BETWEEN LOOKS AND PERFORMANCE, DON'T.

Before this bike was ever metal, it was a piece of paper. On it, a list of totally unreasonable demands.

Make it the lightest, the leanest, indeed, the fastest 650cc in-line four ever built. And while you're at it, give it styling every bit as exciting as its astonishing performance.

A LIGHTWEIGHT WITH A KNOCKOUT PUNCH.

To say the Maxim 650 is the fastest motorcycle in its class is a bit misleading. Capable of covering the quarter mile in 12.6 seconds*, it'll challenge a 750. And smoke a few 850's as well.

But show it a curve and you'll quickly discover yet another reward of the Maxim's remarkable light weight.

Honest-to-goodness handling.

Its extremely low center of gravity and excellent steering geometry help create the sensation that the bike is actually an extension of you. A light, effortless responsiveness that is also the contribution of its incredibly narrow engine and very tunable suspension.

The Maxim's clean, quiet, dependable shaft drive is smaller and lighter than conventional shafts.

Those unique spiraled wheels are as strong as conventional, but more importantly, they're lighter—reducing unsprung weight.

Complimenting all this state-of-the-art technology is state-of-the-art styling.

Rather than compromising engineering, a Maxim's looks flow from it—naturally, fluidly integrating the pieces into a striking composition of form and function.

And for those of you who are simply not satisfied with a masterpiece, this year we're introducing the blackest, golddest, meanest Maxim you've ever laid eyes on.

The Midnight Maxim joins our other two after-dark Specials, the 850 and Eleven, as the ultimate synthesis of styling and technical

sophistication. From the brilliant sheen of its black chrome tailpipes to the elegant gold of the gas cap, a Midnight Special is a one-of-a-kind machine limited only in number.

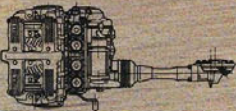
But the few we do build, you can be sure, are magnificent.



Rear view mirrors) standard equipment. *Source: Cycle Guide.

25 YEARS OF RACING HAS HELPED US BUILD MORE THAN A REPUTATION.

At Yamaha, we don't build great motorcycles to win races. We win races to build great motorcycles.



We win races to test, to prove, to perfect, often to inspire the engineering innovations that make you want to buy our motorcycle instead of theirs.

For 25 years, we've been very successful at it.

This year, we've done it again. Introducing the motorcycle we've both been waiting for. The incredible new Seca 750.

FIRST TO THE FAST LANE.

As high performance motorcycles go, this one goes like you wouldn't believe.

Its 748cc, DOHC, 4-cylinder, 4-stroke engine is lighter than any production 750 engine, anywhere. And, to the complete despair of the competition, narrower as well. With more power per cubic centimeter than you ever thought possible.

This combination of maximum power and minimum bulk (only 474 lbs. dry weight), further combined with an ultra-smooth, fully-enclosed shaft drive, makes the Seca as near to a perfect performance motorcycle as anyone has ever come.

And, if we'd stopped there, we could have taken our rightful place in the Motorcycle Hall of Fame.

But we didn't stop there. We began there.

LAST TO THE GAS PUMP.

We went on to make the Seca 750 as frugal with fuel as it is generous with power. With a remarkable—and patented—new development called the Yamaha Induction Control System (YICS for short).

Utilizing an ingenious system of sub-intake ports, the air/fuel mixture is literally blasted around the wall of the combustion chamber, distributing the entire mixture evenly for complete burning.

By eliminating inefficient, wasteful burning, YICS can result in an average fuel savings of 10%. With no moving parts. And absolutely no loss of power.

THE YAMAHA TRAVEL SERVICE.

When it comes to suspension travel and handling, the Seca 750 is in a class by itself. Again.

Because up front, you'll find our exclusive Anti-Dive Suspension System—until now, the exclusive property of road racing machines.

During hard braking, a unique valving mechanism restricts the flow of oil, and thus travel, in the forks, reducing front end "dive." What this does for handling—not to mention smoothness and comfort—is a revelation.

Of course, you can also adjust air pressure in the forks and dampening in the shocks to help America's streets and highways measure up to your exacting standards.

THE BRAINS OF THE OUTFIT.

With a motorcycle that can do so many things so well, it will probably come as no surprise that the Seca 750 is the only two-wheeler that

can think.

Thanks to the amazing new Computerized Monitoring System located in the instrument panel.

In addition to the information you get from bikes of ordinary

intelligence—speed, rpm, miles travelled, high beam, neutral, turn signal direction—you also get a micro-computerized readout of seven other important functions.

An LCD display, connected to sensors throughout the bike, lights up to report any malfunction in brake fluid level, engine oil level, battery fluid level, headlight, taillight, brakelight and sidestand position.

So while the competition is still out there in the 20th century, Yamaha has been busy in the 21st.

BRAINS AND BEAUTY.

Of course, it can't have escaped your attention that the Seca 750 is pretty nice to look at, too.



The trim, sculpted styling extends from the generous 5-gallon tank (which looks much smaller), along the swept-back side covers, all the way to the neat tail fairing with its integrated taillight.

And notice the covered handlebars. Smooth, clear and uncluttered, with no wires, cables or brake fluid reservoir to

break up the lines. (The reservoir's under the tank.)

For looks, performance, handling and the sheer exhilaration of riding a motorcycle, no other bike even comes close to the Seca 750.

Except one.

THE SECA 550.

For those of you who prefer a mid-size high-performance machine—and a more mid-size price to go with it—we offer the Seca 550.

If you remember with mouth-watering clarity Yamaha's legendary RD400, now EPA retired, you'll have some idea of the performance you can expect from the Seca 550.

The 528cc, DOHC in-line four is actually a bored and stroked 400. So, if the Seca 750 engine is narrow, the 550 is practically invisible. In fact, checking in at a mere 179 inches, it's only

a half-inch wider than our current XS400 *twin*! Which also makes the 550, with a total dry weight of only 407 lbs., the lightest motorcycle in its class.

This brute of an engine redlines at an eye-popping 10,000 rpm, compared to about 8,000 to 9,000 for the competition.

That, combined with its rigid,



race-bred, double-cradle frame and adjustable, totally-responsive suspension fore and aft, gives you more power and agility than ever streaked through a canyon or muscled up a mountain road.

The Seca 550 even comes standard with a sleek, handlebar-mounted fairing to pay off in appearance what it delivers in performance.

The new Yamaha Seca Series for 1981.

Powerful proof that in the race to build the finest, fastest, most sensible, most technologically advanced high-performance street machines in the world...we won.

THE MAXIM 650.

Before this bike was ever metal, it was a piece of paper. On it, a list of totally unreasonable demands.

Make it the lightest, the leanest, indeed, the fastest 650cc in-line four ever built. And while you're at it,

give it styling every bit as exciting as its astonishing performance.

ALIGHTWEIGHT WITH A KNOCKOUT PUNCH.

To say the Maxim 650 is the fastest motorcycle in its class is a bit misleading. Capable of covering the quarter mile in 12.6" seconds, it'll challenge a 750. And circle a few 800s as well.

But show it a curve and you'll quickly discover yet another reason of the Maxim's remarkable light weight.

Hardest-to-goodness handling.

Its extremely low center of gravity and excellent steering geometry help create the sensation that the bike is actually an extension of you. A light, effortless responsiveness that is also the contribution of its incredibly narrow engine and very tunable suspension.

The Maxim's clean, quiet, dependable shaft drive is smaller and lighter than conventional shafts.

These unique spoked wheels are as strong as conventional, but more importantly they're lighter—reducing unsprung weight.

Complementing all this state-of-the-art technology is state-of-the-art styling.

Rather than compromising engineering, a Maxim's looks flow from it—naturally, fully integrating the pieces into a striking composition of form and function.

It's hard to believe one motorcycle could be so fast, so light, so lean, and so beautiful.

But isn't that the way it should be?

YAMAHA
THE WAY IT SHOULD BE.

IF YOU CAN'T
DECIDE BETWEEN
LOOKS AND
PERFORMANCE,
DON'T.



MAXIM550



SIZE TO START WITH. POWER TO STAY WITH. THAT'S A 550. THE WAY IT SHOULD BE.

If you still think power only comes with brawn, then look at the Yamaha Maxim 550 very closely. It represents Yamaha's success at proving your theory very wrong.

The Yamaha Maxim 550.

It's light.

At only 407 pounds (185 kg), the Maxim is incredibly light. And it has the best power-to-weight ratio of any of its competitors.

It's lean. At only 19.8" (503 mm), the Maxim's engine is only a half inch wider than our XS400 twin, making it the narrowest in its class.

But, while we made the Maxim 550 less in weight and less in width, we didn't make it less in power. This 550 four cylinder machine has all the power of a high performance motorcycle.

And the result of the combination of all three is a motorcycle capable of astonishing quickness, easy, effortless handling—a machine that responds instantly, accurately to even the slightest urging. A real performer.

Seat height is only 29.9" (760 mm), giving the Maxim 550 an extremely low center of gravity. From the point of view of any size rider, its low, laid-back seating position is comfortable. An off-set handlebar mount moves the bars back closer to the rider so it's a joy to ride. And a joy to look at, too. Cast alloy spiral wheels, upswept pipes, shapely teardrop tank, and clean, flowing lines right back to a cast aluminum grab rail give this 550 the Maxim looks of yet another stunningly beautiful Yamaha.

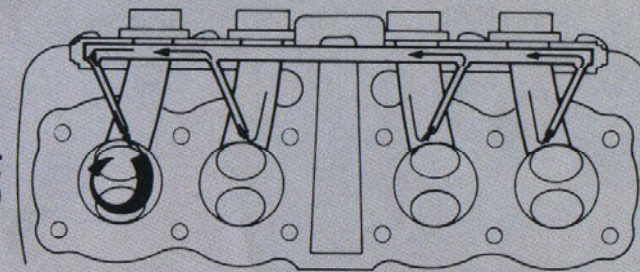
The Yamaha Maxim 550. Its size may make it the perfect 550 for you to start with. Its power will make it more of a motorcycle to stay with.

A motorcycle this light and lean with maximum power is one of Yamaha's most astonishing achievements. We did it by paring down every inch of the 550 engine. We designed each component to be as small and efficient as possible. And we gave it our most advanced feature in engine technology. YICS.

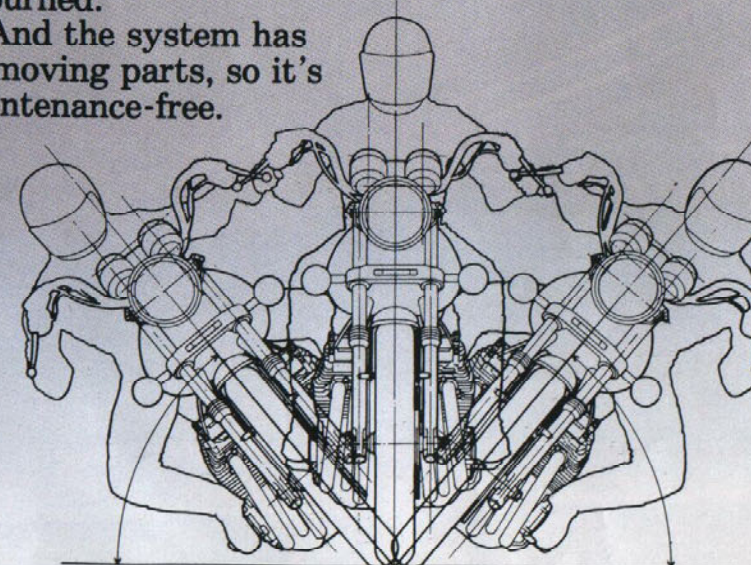
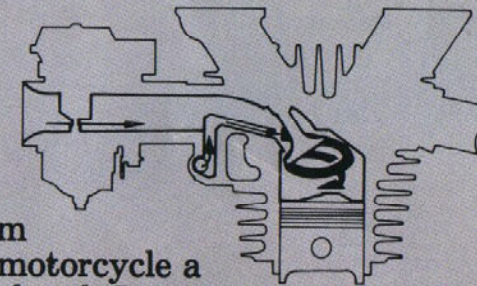
Yamaha's patented Induction Control System squeezes every ounce of performance from each drop of fuel. It gives this motorcycle a better low and mid-range powerband. It creates a consistent drawing power at any speed. And even gives you a ten percent fuel savings.

Each cylinder's intake tract is connected with the other three in the network. A series of sub-intake ports swirls the air/fuel charge through the combustion chamber at high velocity. The mix blasts around the wall of the cylinder four times faster than in conventional engines until it is completely burned.

And the system has no moving parts, so it's maintenance-free.



Five-way adjustable forward-inclined rear shocks.



The Maxim's narrowness results in a banking angle of 47 degrees.

A beefy 16-inch rear wheel contributes to overall stability and a lower riding position.

Y WITH.
E.

The double cradle frame gives strength and rigidity for excellent handling. It's built low, so the step seat height is only 29.9 inches.

Yamaha's patented YICS packs more power per stroke into the Maxim's compact and light 528 cc DOHC four cylinder engine.

The 550's instrumentation package features Yamaha original self-cancelling turn signals.

The Maxim 550's unique off-set bars let you assume a low, relaxed riding position.

Leading axle front forks deliver 150 mm of travel.

Spiraled cast alloy wheels strike a perfect balance between strength and compliance. They're extremely light, as well.

A Transistor Controlled Ignition with electronic advance puts smooth, even power at the throttle under any load, at any speed.

A single front disc brake provides plenty of fade-free stopping power.



XJ550J SPECIFICATIONS

ENGINE

Type.....4-stroke DOHC four
Displacement528 cc
Bore and Stroke.....57.0 × 51.8 mm
Compression Ratio9.5 : 1
Maximum Torque.....31.8 ft.-lbs.
(4.4 kg-m) @7,500 rpm

CarburetionMikuni BS28(4)
Ignition.....Transistor controlled
StartingElectric
LubricationWet sump
Oil Capacity2.6 Imp. qts. (2.9 ℓ)
Transmission.....6-speed

CHASSIS

Overall Length84.4"(2,145 mm)
Overall Width.....34.1"(865 mm)
Overall Height.....45.9"(1,165 mm)
Wheelbase55.9"(1,420 mm)
Ground Clearance6.3"(160 mm)
Seat Height29.9"(760 mm)
Dry Weight408 lbs. (185 kg)
Fuel Tank Capacity2.9 Imp. gals.
(13.0 ℓ)

Suspension

Front.....Telescopic forks
RearSwing arm

Brakes

FrontSingle disc
RearDrum

Tires

Front.....3.25H × 19
Rear.....130/90 × 16 67H

ColoringStar Silver
Black Blue

Because of our ongoing efforts to make
Yamaha motorcycles even better, specifications
are subject to change without notice.

YAMAHA
THE WAY IT SHOULD BE.™

It comes with a reduced price
and a fat rebate.



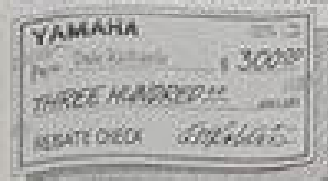
Maxim 650J

\$2179*
- 300 rebate
\$1879 actual cost

The Yamaha Rebate Program.

You can't lose.

First you get a huge bargain from your Yamaha dealer. He has



bikes at prices the likes of which you haven't seen in years.

Then you get a whopping rebate check from your mailman. For \$300 on some bikes, \$200 on others.

And you have plenty of bikes to choose between. Yamahas from 400cc's to 750cc's. Four's, twins, V-twins. The ones you see here.

plus three more that you don't: the Maxim 550J, Maxim 550H, and Maxim 750J.

Or, for heavyweight fans, we have a different offer. Free goodies. Buy one of our larger Yamahas (Virago 750J, Virago 920J, Maxim 1100J, XS1100SH) and you get to load up on as much as \$300

worth of gear. For yourself or the bike. No charge. Gratis.

Obviously such a giveaway can't go on for long.

So you'd better get with the program. And fast.

YAMAHA
Built for the fun of it.

Virago 500J \$1999*
- 200 rebate
\$1799 actual cost

Max 750J \$2729*
- 200 rebate
\$2529 actual cost

XS400SH \$1259*
- 200 rebate
\$1059 actual cost



*Based on manufacturer's suggested retail price. Actual prices set by dealer. Taxes, license, freight, options and other dealer charges extra. Prices may change without notice. See your participating dealer for complete details. Offer ends May 31, 1984.

**TAKE OFF
ON A 1982
YAMAHA.**

TAKE OFF \$

VIRAGO 750 NOW ONLY \$2,699.

748cc V-twin Engine, Monocoque Frame, Adjustable Monoshock Suspension, Shaft Drive, 29.5" Seat Height.



VIRAGO 920 NOW ONLY \$3,169.

920cc V-twin Engine, Monocoque Frame, Adjustable Monoshock Suspension, Shaft Drive, Computer Monitor System.



TAKE OFF \$300.

HERITAGE 650 NOW ONLY \$1,999.

653cc SOHC Vertical Twin,
Transistor Controlled Ignition,
Adjustable Rear Suspension,
Front Disc Brake, Electric
Start.



MAXIM 550 NOW ONLY \$2,299.

Ultra-narrow 528cc DOHC Four,
Yamaha Induction Control
System, 29.9" Seat Height,
Adjustable Rear Suspension,
Front Disc Brake.



TAKE OFF \$

SECA 750
NOW ONLY \$2,899.

Ultra-narrow 748cc DOHC Four,
Computer Monitor System,
Yamaha Induction Control
System, Anti-dive Front
Suspension, Shaft Drive.



MAXIM 1100
NOW ONLY \$4,099.

Yamaha Induction Control System,
Computer Monitor System,
Adjustable Suspension,
Unified Braking,
Shaft Drive.



F\$400.

MAXIM 750 NOW ONLY \$2,999.

Ultra-narrow, 748cc DOHC Four,
Computer Monitor System,
Yamaha Induction Control
System, Shaft Drive, Air/oil
Front Forks.



TAKE OFF \$200.

SECA 650 **NOW ONLY \$2,899.**

Ultra-narrow 650cc DOHC Four,
Yamaha Induction Control System,
Transistor Controlled Ignition,
Adjustable Rear Suspension, Dual
Front Disc Brakes.



SECA 550 **NOW ONLY \$2,449.**

Ultra-narrow 528cc DOHC Four,
Yamaha Induction Control
System, Transistor Controlled
Ignition, Adjustable Rear
Suspension, Integrated Sport
Fairing.



\$500.

MAXIM 650 NOW ONLY \$2,498.

Ultra-narrow 653cc DOHC Four,
Yamaha Induction Control
System, Shaft Drive,
Transistor Controlled Ignition,
Adjustable Rear Suspension.



If you were just itching to buy a new 1982 Yamaha street bike last year, but the state of your finances dictated otherwise, you're really going to enjoy reading this ad.

Because right now, your participating Yamaha dealer is offering tremendous price reductions on all of our most popular Yamaha street bikes.

That includes every single Virago 750 and 920, our

unique-to-the-street combinations of locomotive V-twin power, Monoshock rear suspension and shaft drive.

It includes the Maxims, whose integration of stunning beauty and lightning speed have changed the way people look at motorcycles. And the way people look when they're on them.

As for the Secas — our ultra-narrow, ultra-nimble, high-performance bikes are going for prices as low as

their quarter-mile times.

And, if you check out the back page of this ad, you'll find an extra special deal on the Vision 550, our incredibly narrow 550cc water-cooled V-twin with revolutionary double-cradle "hang support" frame, Monoshock suspension and shaft drive.

So, by all means, read on.

Then take off. For your nearest Yamaha dealer.

Manufacturer's Suggested Retail Price. Actual price set by dealers. Taxes, license, freight, options and other dealer charges extra. Price may change without notice.

TAKE OFF \$430. WE'LL PUT ON A FREE FAIRING.

**VISION WITH
SPORT FAIRING.
ONLY \$2669.**



That's right.
For just \$2669 — a sav-

to go with it, absolutely free. That's free. As in *free*.

Yamaha full fairing and lowers, equally free.

Or, if you prefer, you can buy your Vision fairing-less and pay just \$2599, a full \$500 off the regular price.

But whether you go for one of our Visions, a Maxim, a Seca or a Virago you'd better go real soon. Because there'll never be a better time to buy a new Yamaha.

And when we're out of bikes, you're out of time.

**VISION
WITH FULL
FAIRING.**



ONLY \$2899. SAVE \$200.

**VISION
WITHOUT
FAIRING.**



ONLY \$2599. SAVE \$500.

ings of \$430 — you can not only get a brand new 1982 Yamaha Vision, but a genuine Yamaha sport fairing

Or, if you prefer, for just \$2899 — that's 200 bucks off — you can get the very same Vision with a genuine

THE TAKE-OFF-ON-A-YAMAHA SALE.

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Illustr.

Turbo Seca



Yes, it's street legal.

And no, it isn't cheap.

But consider the fact that this is a motorcycle with a turbo-charged, 650cc, four-cylinder engine that's fully capable of staying with the hottest 1100's.

A motorcycle conceived, designed, and executed to

deliver a riding experience totally unlike anything possible before.

That stunning piece of fiberglass, for instance, isn't the product of some designer's imagination. It took its shape in the wind tunnel, where form takes a backseat to function.

The tank and seat cowlings are smoothly sculpted to provide a comfortable, natural riding position while diverting wind around the rider's legs and knees. The fairing's leading edge produces a stable air

pocket in front of the rider and the acrylic windscreen deflects the wind over the rider's helmet.

In fact, every component, right down to the rearview mirrors, was designed with aerodynamic efficiency in mind.

And the fact that it's gorgeous to look at is just so much more icing on the cake.



How to pull performance out of thin air.

The staggering performance of the Seca Turbo is brought to you by engineering every bit as distinctive and exotic as its styling.

Yamaha engineers chose the XJ650 powerplant for its compactness and dependability. And after they chose it, they tore it apart. Each important mechanism was modified to withstand the added stress of turbocharging.

The piston crowns are 30% thicker. The clutch and transmission have been beefed up. The crankshaft main-bearing journals have been cross-drilled for added lubrication. The connecting rods each have a special oil hole which directs cooling oil onto the bottom of the pistons.

Even the cylinder fins were enlarged for better cooling.

The Turbo unit itself is the world's smallest and is capable of spinning up to 210,000 rpm. It's positioned behind the crankcase and below the swingarm pivot, keeping the turbo out of the way and giving the machine a lower center of gravity.

That unique positioning is also part of an unconventional solution to the traditional problem of "turbo lag."

When a conventional turbo unit is spinning too slowly, a vacuum in the intake tract causes hesitation. Yamaha's system, on the other hand, provides fresh air directly from the air-cleaner through a reed-valve controlled passage. This fresh air allows the engine to build speed freely until the turbo produces sufficient pres-

sure to close the reed valve and pressurize the intake tract.

And while most turbo-charged motor-cycles are fed fuel

through complex injection systems, the Yamaha Turbo utilizes carburetors modified to be pressurized under boost. The carbs are simple, dependable and easy to service.

To deal with today's lower octane gasoline, the Seca Turbo uses an electronic vacuum advance plus a "knock" sensor.

The "knock" sensor is actually a little electronic ear

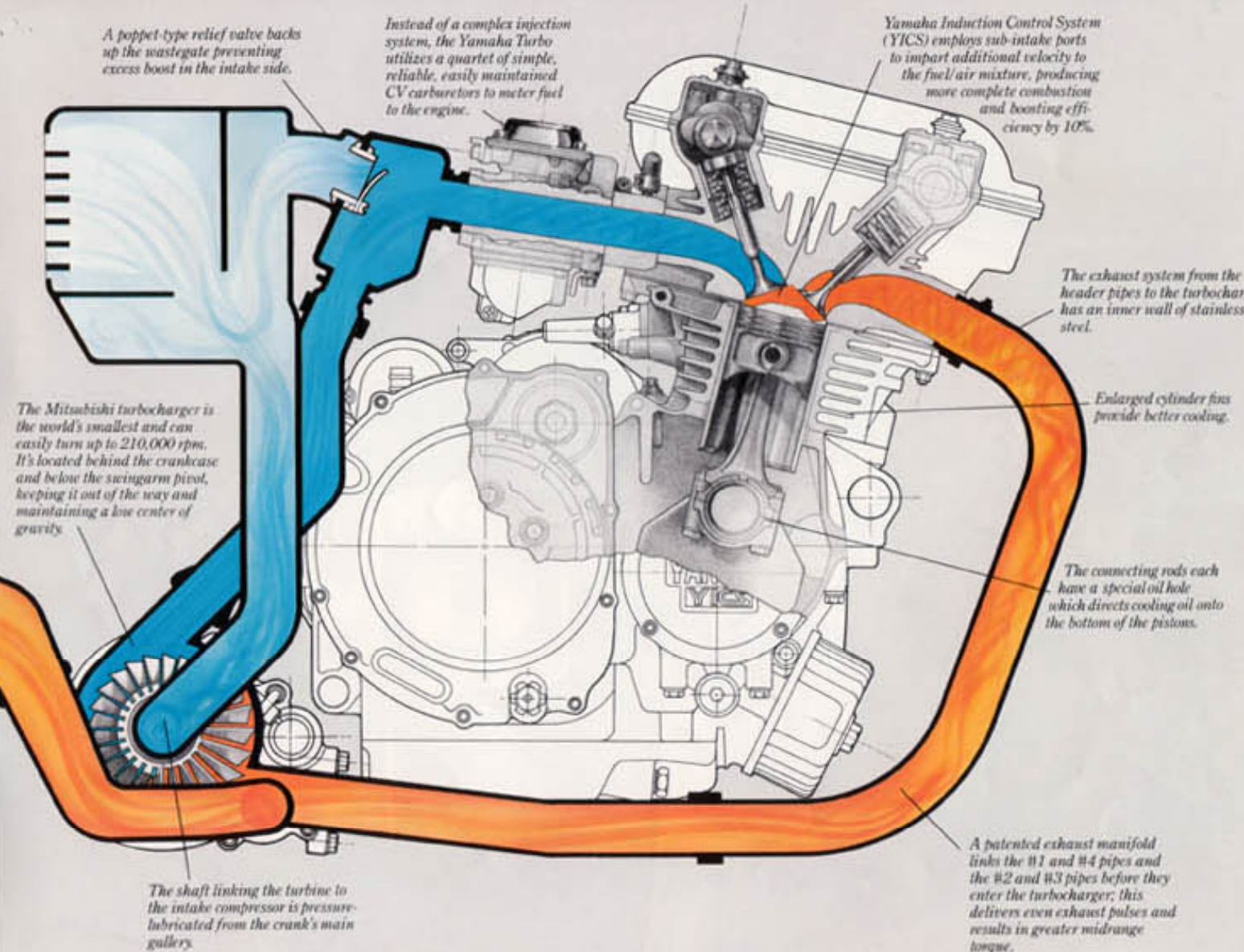
that listens for the resonance of knock, and transmits a signal to the governor. The governor slowly retards the ignition timing until the knock ceases.

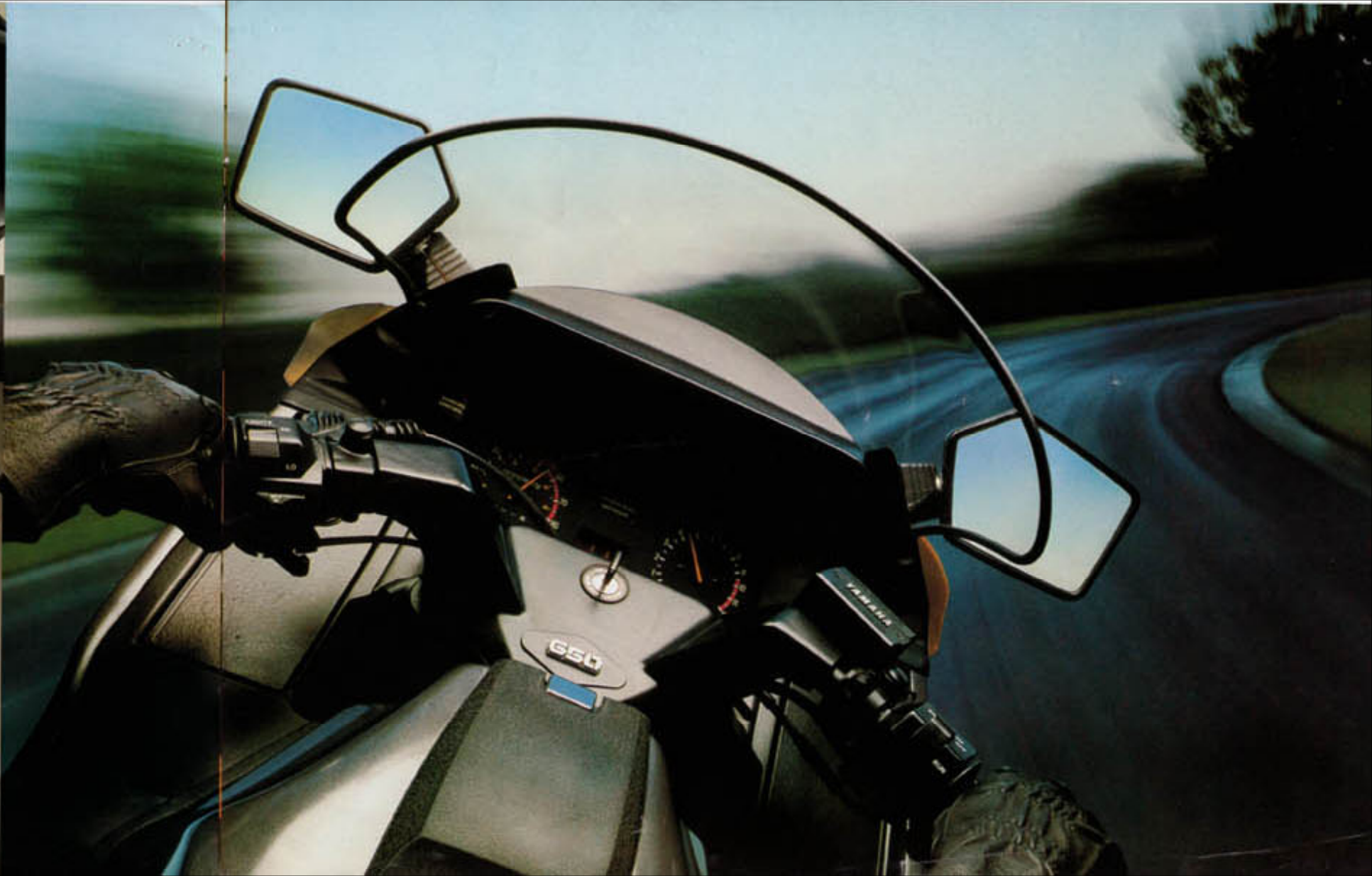
Even the way the Turbo Seca tells you how it's performing is done in a unique way. The full instrumentation package incorpo-

rates a micro-computer LCD display that reports fluid levels, light conditions, and sidestand position.

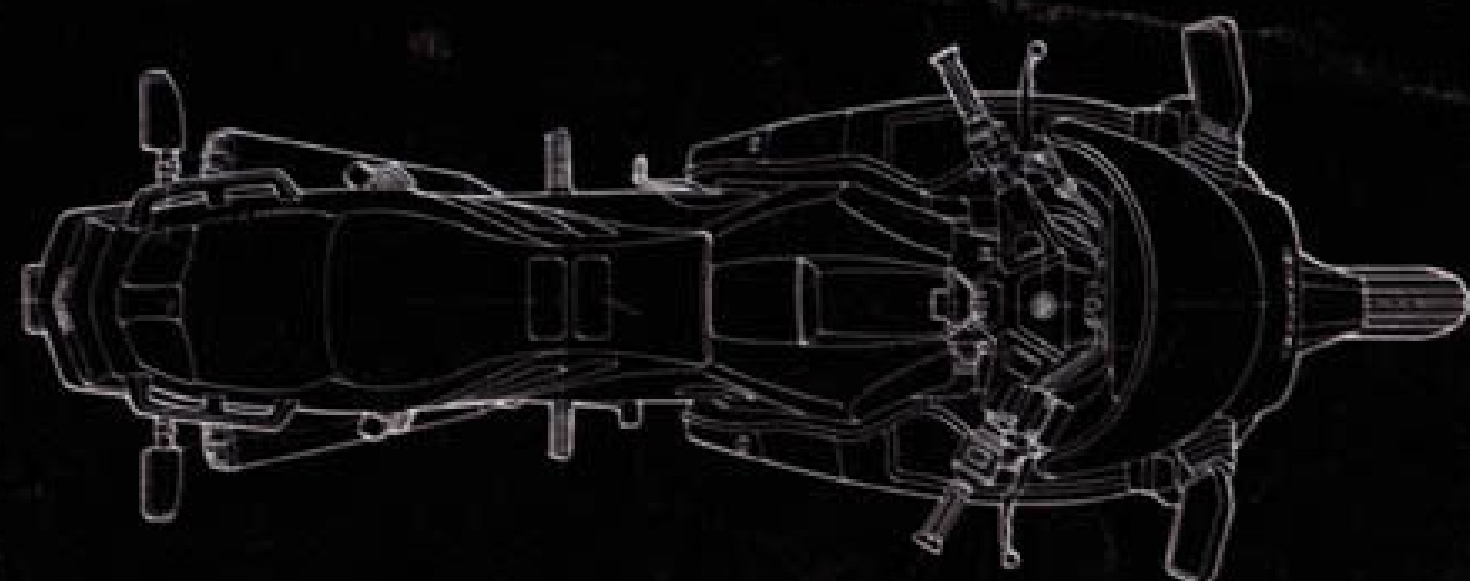
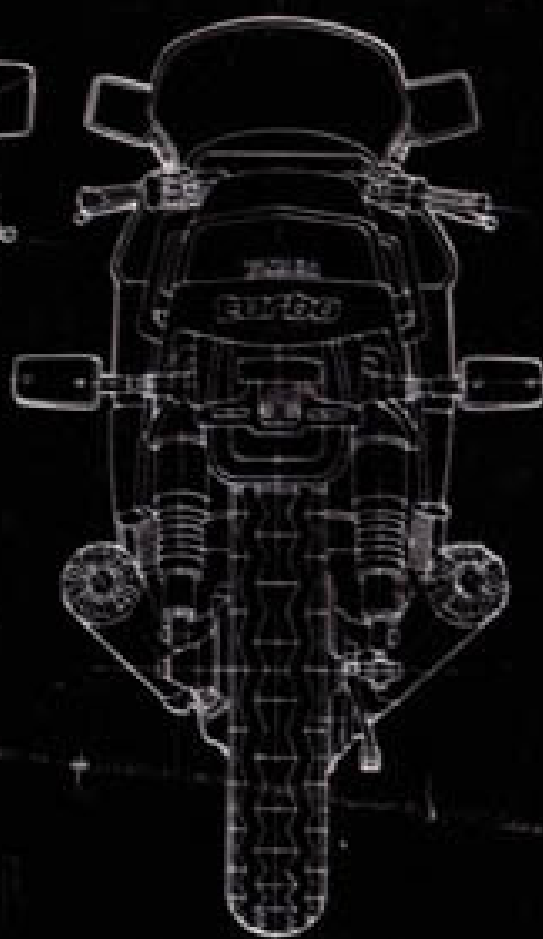
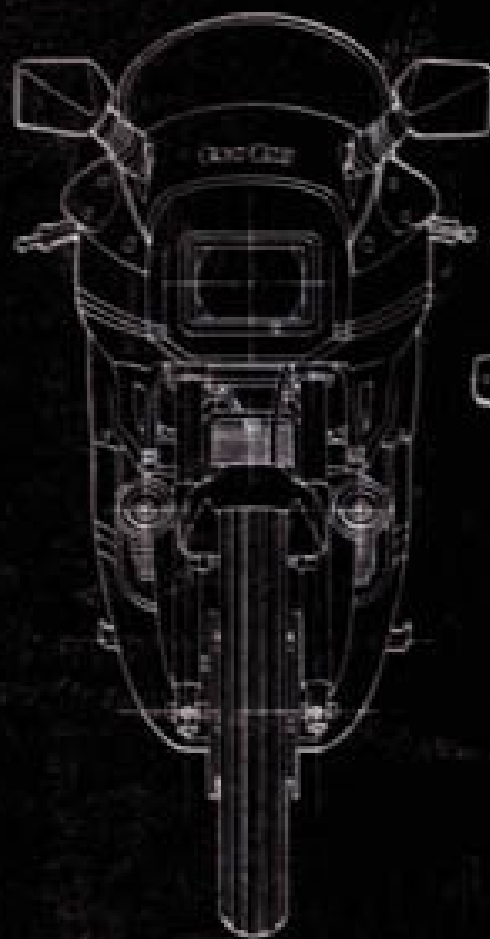
With all that technology going for it, the new Turbo Seca is capable of an incredible top speed.

And it'll go pretty fast, too. Considering how few we're making.





1982XJ650TurboFinneyPg4.jpg



ENGINE	
Type	4-Stroke, DOHC, Turbo Charged, Four
Displacement	653cc
Bore and Stroke	63.0x52.4mm
Compression Ratio	8.2:1
Maximum Torque	54.3ft-lb (7.5kg-m) @ 7,000rpm
Carburetion	Four Mikuni BS30
Ignition	Transistor Controlled
Starting	Electric
Lubrication	Wet Sump
Oil Capacity	3.7qt (3.5l)
Transmission	5-Speed

CHASSIS	
Overall Length	85.4" (2,170mm)
Overall Width	28.7" (730mm)

Overall Height	53.3" (1,355mm)
Wheelbase	56.7" (1,440mm)
Ground Clearance	5.5" (140mm)
Seat Height	30.7" (780mm)
Dry Weight	507lb (230kg)
Fuel Tank Capacity	4.1gal (15.5l)
Suspension	
Front	Telescopic Fork with Equalized Air
Rear	Equalized Air and Adjustable Damping
Brakes	
Front	Dual Slotted Discs
Rear	Drum
Tires	
Front	3.25V-19
Rear	120/90V-18
Coloring	Crystal Silver

Specifications are subject to change without notice. Always wear a helmet and eye protection. Read your manual(s) carefully.

YAMAHA
THE WAY IT SHOULD BE.

ENGINE	
Type	4-Stroke, DOHC, Turbo-Charged, Four
Displacement	663cc
Bore and Stroke	63.0x52.4mm
Compression Ratio	8.2:1
Maximum Torque	54.3ft-lb (7.5kg-m) @ 7,000rpm
Carburetion	Four Mikuni BS30
Ignition	Transistor Controlled
Starting	Electric
Lubrication	Wet Sump
Oil Capacity	3.7qt(3.5l)
Transmission	5-Speed

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Tires	
Front	3.25V-19
Rear	120/90V-18
Coloring	Crystal Silver

Specifications are subject to change without notice. Always wear a helmet and eye protection. Rear view mirrors standard equipment.

YAMAHA
THE WAY IT SHOULD BE.

MAXIM 700

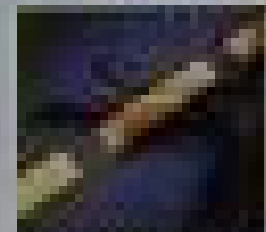


PHOTO: PHOTOCYCLE



Rapid transit never looked this good.

Have you ever seen a streamer of exhaust red like a comet? The 1985 Honda Motorcycles.



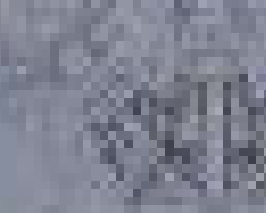
Everything has been redesigned and developed from the ground up, and the new look is the most beautiful and the most fun thing with everything in between.

If you have the new Honda, you'll know it's not just a look, it's a feeling. If you have a look, you'll know it's not just a look, it's a feeling.

Because with the new design, you'll know it's not just a look, it's a feeling.

Our engineers got the green light.

The Honda engineers got the green light to design a new look for the 1985 Honda Motorcycles. The new look is the most beautiful and the most fun thing with everything in between.



1985 Honda Motorcycles

new design, you'll know it's not just a look, it's a feeling. If you have a look, you'll know it's not just a look, it's a feeling.

The new design is the most beautiful and the most fun thing with everything in between. The new design is the most beautiful and the most fun thing with everything in between.

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The new design is the most beautiful and the most fun thing with everything in between.

The new design is the most beautiful and the most fun thing with everything in between.

Forget everything you've seen.

The new design is the most beautiful and the most fun thing with everything in between. The new design is the most beautiful and the most fun thing with everything in between.



The new design is the most beautiful and the most fun thing with everything in between. The new design is the most beautiful and the most fun thing with everything in between.

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MAXIM 700



Full instrumentation includes tachometer with reserve fuel warning light, self-cancelling turn signals, and a quartz-halogen headlight.

The air-cooled, DOHC, 696cc parallel four, with the Yamaha Induction Control System (YICS) is one of the narrowest, most powerful, most trouble-free engines ever mounted between two wheels.

The radical new teardrop tank holds 13 liters. Our unique solo/passenger split seat design offers an even lower seat height, the lowest in its class.

The extended front forks with increased caster angle makes the Maxim a cruiser with exceptional handling.

Dual front disc brakes for strong, dependable stops.

5-way adjustable shocks for different load and road conditions.

Newly designed radial 5-spoke cast aluminum wheels are strong and lightweight.

Smooth-shifting 5-speed transmission.

YAMAHA
THE WAY IT SHOULD BE.

LIT-85MCE-18-110
Printed in Japan

The Yamaha theory of revolution.

While the Maxim 700 is indeed descended from a long line of high-performance Maxim street cruisers, it is not simply an "updated" machine, the next logical step in the evolutionary process most motorcycles go through.

It is not merely new and improved.

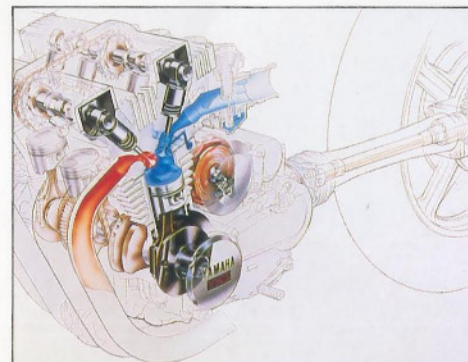
The Maxim 700 is a revolution, a radical departure in Maxim styling, created with a view toward making all your departures a little more radical.

Every component, from the handlebars and teardrop tank to the rear fender and grabrail, was *individually* styled to complement and contribute to the overall impression of the bike.

Even the traditional integrated stepped seat has been replaced by a striking solo-plus-passenger split seat design.

This eye-popping package—in league with our 696cc, DOHC, air-cooled parallel four engine—is guaranteed to give you the best combination of high-profile and high-performance this side of our new liquid-cooled Maxim 700X.

And that's not theory.
That's fact.



Transferring the Maxim 700's considerable horsepower to the ground is a very efficient shaft drive which is both fully enclosed and maintenance-free. That means no more need to worry about adjusting and, eventually, replacing chains.

Engine Type	4-Stroke, DOHC, Four
Displacement	696 cc
Bore and Stroke	65 × 52.4 mm
Compression Ratio	9.5 : 1
Carburetion	Four Hitachi HSC33
Ignition	Transistor Controlled
Starting	Electric
Transmission	5-Speed
Overall Length	2,235 mm (88.0")
Overall Width	775 mm (30.5")
Overall Height	1,160 mm (45.7")
Seat Height	750 mm (29.5")
Fuel Tank Capacity	13 l (2.9 Imp. gal.)
Suspension, Front	Telescopic Fork
Rear	Swingarm
Brakes, Front	Dual Discs
Rear	Drum
Tires, Front	100/90—19 57H
Rear	130/90—16 67H
Coloring	New Yamaha Black, Super 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.



A powerplant that can light up a city block.

This is a plug for a very interesting
business. For more info:

The following are the
 1999-2000

It is not true, as that posthumously characterizes the preaching of the great "Western" theologians, because it is not in any way different, but because it is perfect and is different.

With nothing at our disposal
but words and a few street
names in the road.

© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

May 1996

The following technology units are currently available. For more information, contact your local sales office or 800-447-7241.



Alight engine is represented from the left as four-cylinder engine, but it is really a six-cylinder and burns fuel more efficiently. The higher level is with higher temperatures.

[illegible]

...the most difficult for
...the...the...the...
...the...the...the...
...the...the...the...

... Selecting your target audience is the first and most critical step in your marketing strategy. Understanding your target audience's needs, preferences, and behaviors will help you tailor your marketing messages and campaigns to effectively reach and engage them.

Black, along with two other employees, advised, is with the Office of the Inspector General, U.S. District Court, and is working to get his old job back. And a court clerk is now out of jail in the city.

Some authors (e.g. Dierker, 1997) suggested that direct cross-national comparisons are inappropriate since there are important cultural differences between the countries studied. For example, in the United States, the majority of the population is white, whereas in the United Kingdom, the majority is white, but there is a much larger proportion of ethnic minorities.

1. **Identify the main idea** of the passage.
 2. **Identify the supporting details** that provide evidence for the main idea.
 3. **Identify the author's purpose** for writing the passage.

Maximum year
1994

Chen's strategy is rooted in his conviction that China's rapid economic growth will eventually overcome its military lag, which is a major weakness, the Pentagon says.

The old is well, but not
 as good as the new one.
 The old is better. The new is
 better. The old is better.

Additional post-graduate work is required to earn a master's degree.

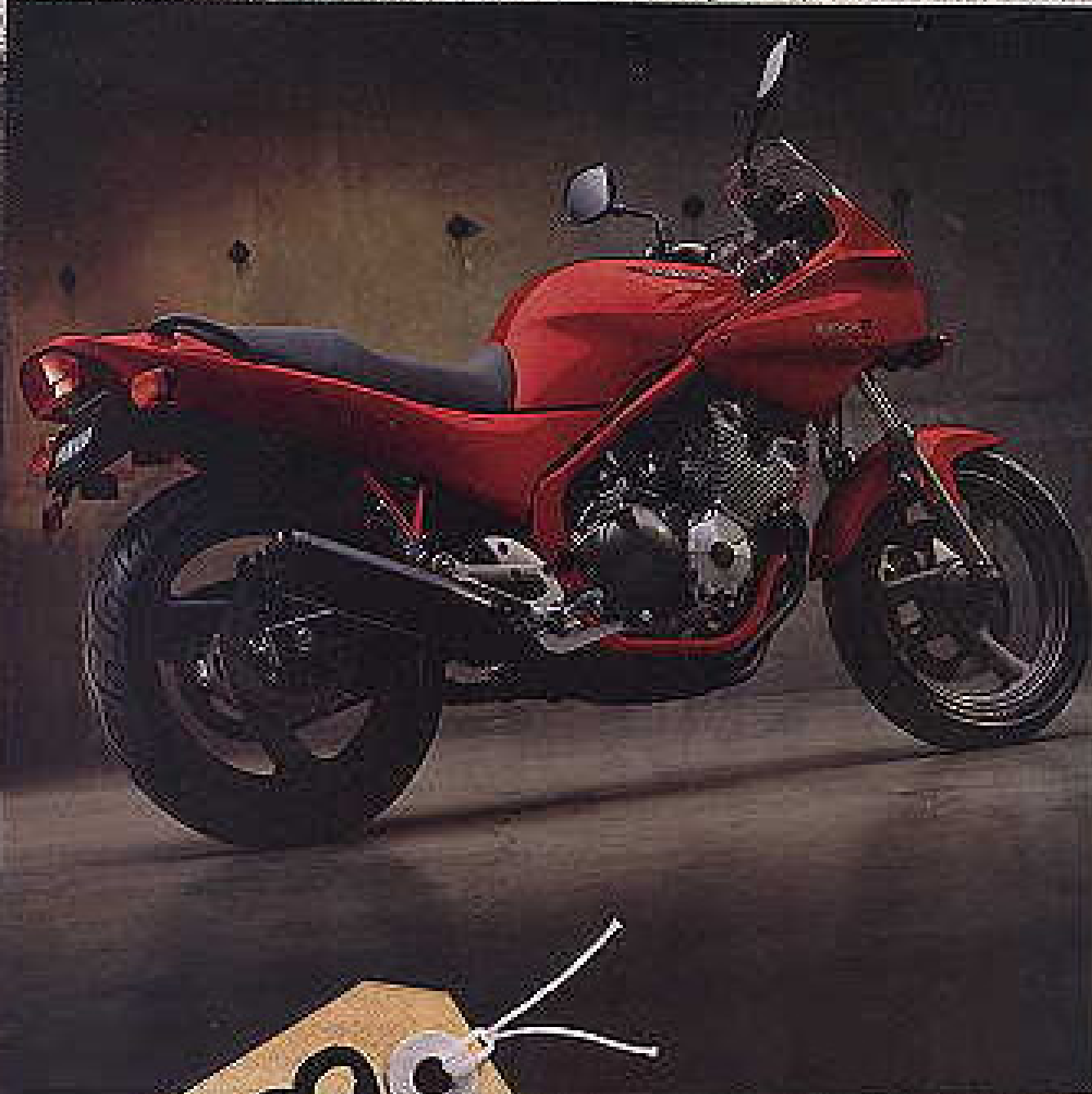
The Honda 700, however, is a speedster. With 140-hp, it can accelerate to 60 mph in 4.5 seconds, a feat that's a far cry from the 10.5 seconds it takes the 400 to do the same. And, at 140 mph, the 700 is almost 100 mph faster than the 400.

the fact that we have changed our policy of saying that there is more than one Malaysia and that there is one for the Chinese and one for the Malays.

A strong, flexible, and reliable
system for your business.



Like nothing else. Pure and simple.



SECA II 600 The essential motorcycle.
That's Seca II. No unnecessary bodywork, no radical angles just for show. Just what you need. Like 600cc's of formidable motorcycling power. Provided by a four-cylinder, laydown engine developed from Yamaha's legendary Genesis technology. Like enough sport handling to cover the turns. And enough comfort and style to take two on the road and look good doing it. Seca II. Just enough guts, just enough gleam. Just what it takes. Pure and simple.



Always properly use your seat belt and please don't drink and drive. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For more information regarding the MSF rider course, call 1-800-417-4700. Do not drink and ride. It is legal and dangerous. Specifications subject to change without notice. ©1992 Yamaha Motor Corporation, U.S.A., Torrance, CA 90503.

Model shown is a factory service unit.

TO REALLY APPRECIATE THE SECA 550 YOU SHOULD LOOK AT IT FROM A LOT OF DIFFERENT ANGLES.

You can tell at a glance the Seca 550 is a performance motor-cycle. With a capital P.

And, the closer you look, the better it gets.

Take that 528cc four-cylinder, four-stroke engine. It's so incredibly narrow it's a mere half inch wider than our own XS400 twin. It's also incredibly light.

Yet it packs more power than you'd expect from a 550. A result of its high-voltage, low maintenance Transistor Controlled Ignition. And some technological wizardry called Yamaha Induction Control System. YICS, for short.

YICS uses a series of sub-intake ports to blast the fuel-air mixture around the combustion chamber. This results in more complete combustion, more power per stroke. More efficiency, too.

Surrounding this brute of an engine is a rigid, double-cradle frame on a suspension that's adjustable fore and aft. Those cast alloy wheels are light, strong, and all business. There's a six-speed transmission for the perfect combination of gear and power in any situation.

Put it all together and you've got superb handling. A bike fully capable of banking angles that would test the adhesion limit of racing tires. In fact, if you've ever had the urge to pull on some leathers

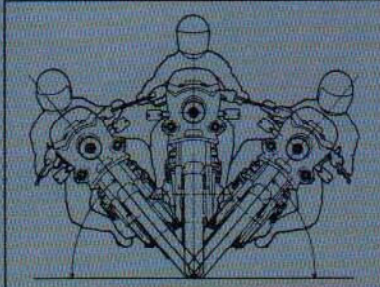
and have a go at production racing, the Seca 550 is the machine for you. Because 25 years of road racing experience has gone into its frame

and steering geometry. And that trim little power-plant puts out more power than anything in its class.

It even comes standard with a sleek, handlebar-mounted quarter fairing that pays off in appearance what it delivers in performance.

The Seca 550. A motorcycle that's hard to beat. No matter how you look at it.

YAMAHA
THE WAY IT SHOULD BE.



Always wear a helmet and eye protection.



25 YEARS
OF RACING HAS
HELPED US BUILD
MORE THAN A
REPUTATION.

INVEST IN GOLD. AND BLACK.

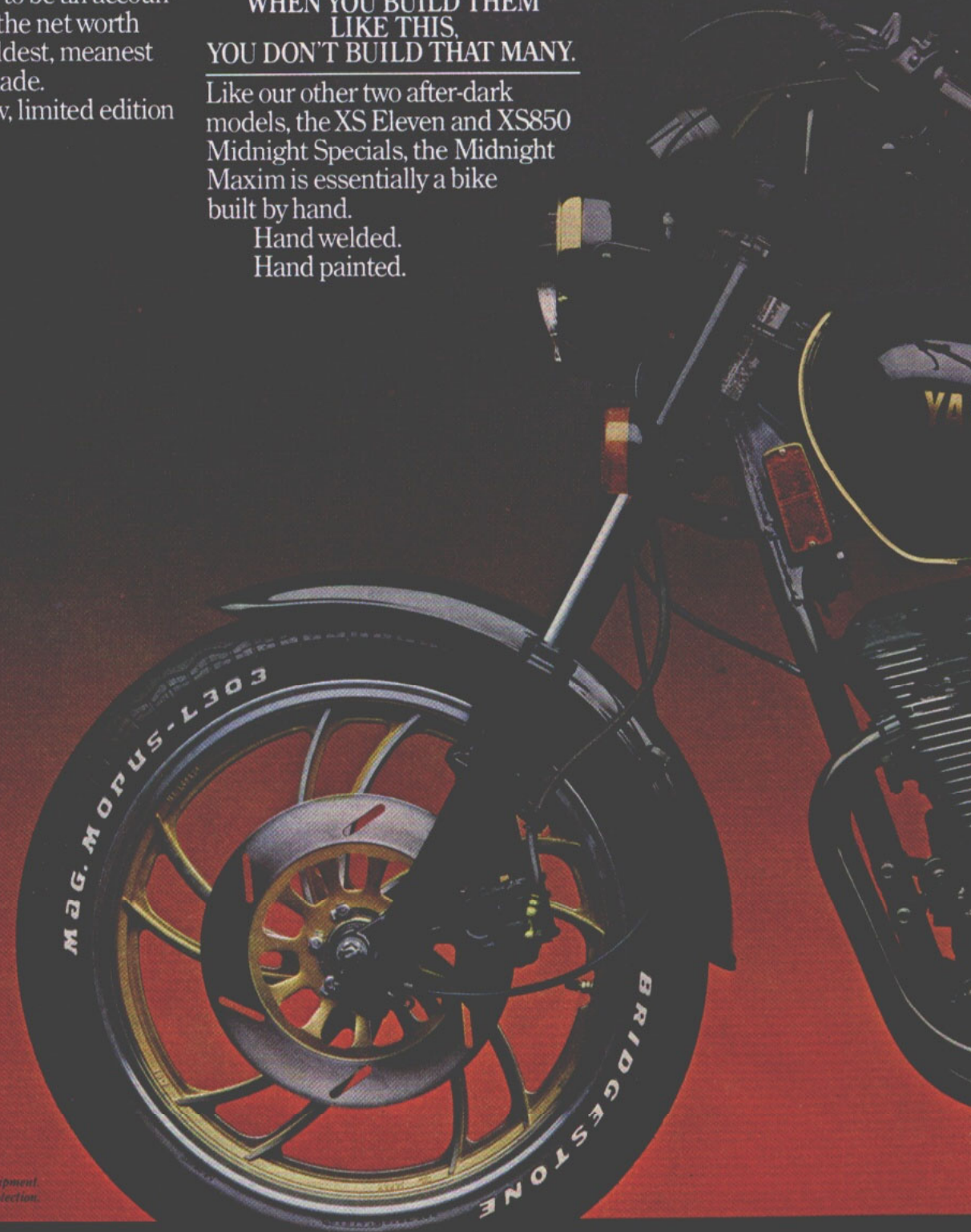
You don't have to be an accountant to appreciate the net worth of the blackest, golddest, meanest motorcycle ever made.

The brand-new, limited edition Midnight Maxim.

WHEN YOU BUILD THEM
LIKE THIS,
YOU DON'T BUILD THAT MANY.

Like our other two after-dark models, the XS Eleven and XS850 Midnight Specials, the Midnight Maxim is essentially a bike built by hand.

Hand welded.
Hand painted.



Rear view mirror(s) standard equipment.
Always wear a helmet and eye protection.
*Source: Cycle Guide.

Hand polished and buffed.

And where we don't use our hands, we use our heads. Creating production techniques never used before, for results never possible before.

That unique black Krinkle finish on the engine, for instance. And the brilliant sheen of those black chrome tailpipes.

The gold paint that graces the cast alloy wheels and disc plate is even more durable than anodizing.

And the gold-plating process we developed not only looks like the 24k stuff, but is made to stay that way.

Production innovations like these, together with meticulous craftsmanship, insure that very few Midnight Maxims will ever be built.

But the few we do build, you can be sure, are magnificent.

BEAUTY AND THE BEAST.

Beneath a Midnight Maxim's extraordinary styling is an extraordinary motorcycle.

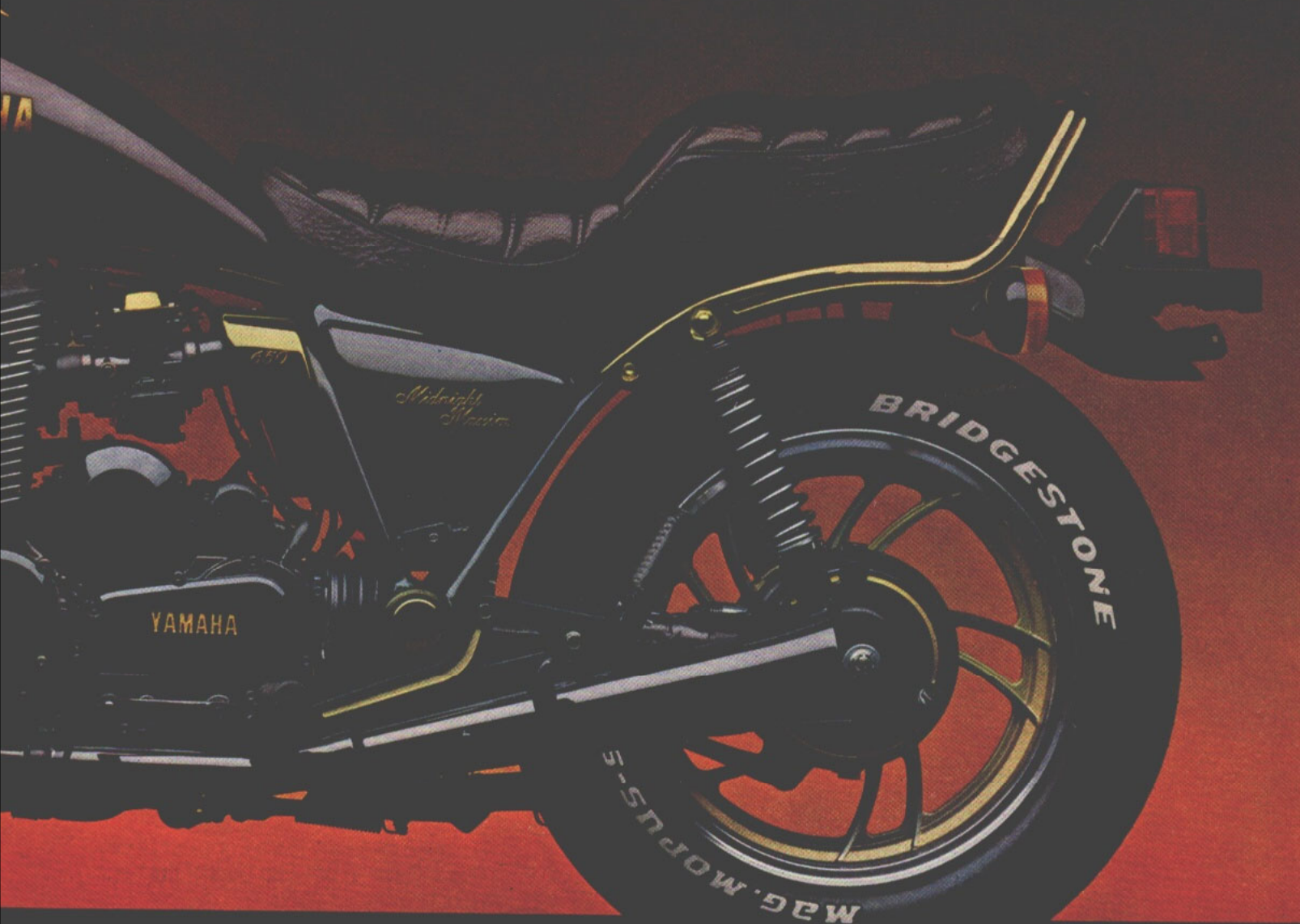
Capable of covering a quarter mile in 12.6 seconds,* the Maxim is a 650 with firepower of a 750. And more than a few 850's.

Its light weight and unusual leanness give it the stability and handling of the nimblest canyon cat. While a dependable shaft drive delivers its awesome power to the rear wheel with smooth efficiency.

Painstakingly crafted. Exotically different. Few in number.

As precious metals go, the Midnight Maxim is a very wise place to put your money.

YAMAHA
THE WAY IT SHOULD BE.™



The thrill of a sportbike. The comfort of a tourer.

You crave the performance of a sportbike, but cramped riding positions soon grow tiring. You love to tour, but the sedate performance of most touring bikes barely gets your blood pumping.

Enter the new FJR1300, a performance touring bike combining the high levels of engine and chassis performance of a sportbike with the luxurious comfort levels found on touring bikes.

It opens a new genre in riding: Performance Touring.

Powered by a newly designed, liquid-cooled, 1,300 cc. DOHC Four equipped with Electronic Fuel Injection, dual balancer shafts and plated cylinders, this compact engine delivers massive amounts of silky smooth power. Yet it is quite environmentally friendly, thanks to a 3-way catalyzer and Air Induction System.*

The secret to the FJR1300's sporty handling is an all-new cast aluminium frame and swingarm. Lightweight and very stiff, it delivers the brilliant handling qualities usually found only on sportbikes.

Soaking up the bumps are a massive 48 mm adjustable front fork and remotely adjustable single-shock rear suspension.

Touring features include an adjustable windscreen, dual headlights, a large-capacity fuel tank and a plush seat.

Let the FJR1300 introduce you to the exciting new world of performance touring.

*Meets EU2 emission standards

01
new



What's New

- * Stays for pannier cases allow easy mounting of travel luggage
- * Lightweight cast aluminium frame and swingarm
- * All-new ultra-compact tri-axis engine with Electronic Fuel Injection
- * Aerodynamic fairing with power-adjust windscreen



Power

All-new, liquid-cooled, 1,298cc, DOHC, in-line, 4-cylinder engine runs with plated aluminium cylinders. Shaft drive for quiet, clean power transfer, and Electronic Fuel Injection, Air Induction System and catalytic converter for clean emissions.



Front Fork/Brake

Preload and damping adjustable 48 mm front forks mount a pair of large-diameter disc brakes.



Rear Suspension/Brake

Remotely adjustable single shock rear suspension allows on-the-fly tuning. Cast rear swingarm mounts a responsive rear disc brake.

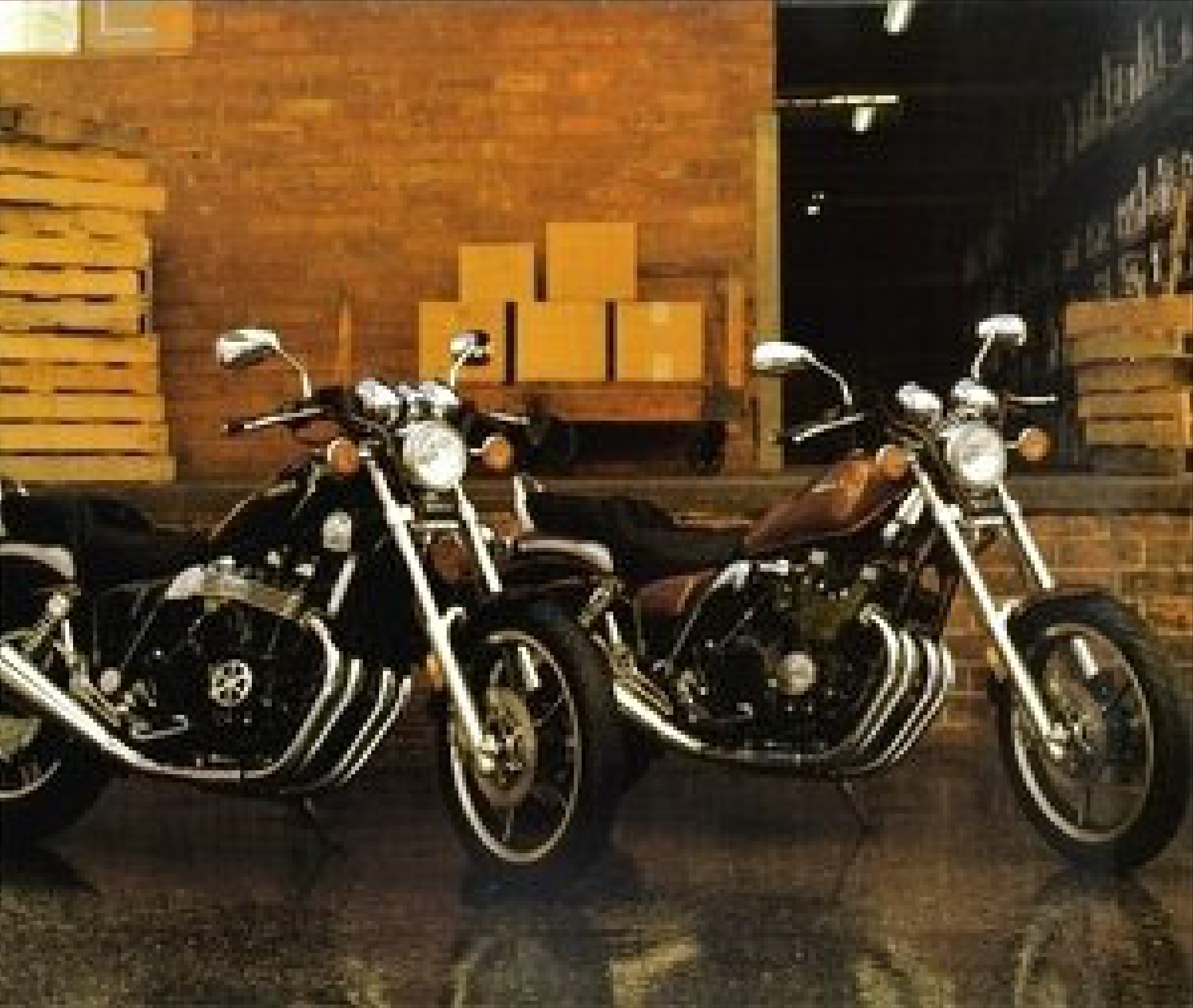


Instruments

Comprehensive instrumentation package provides you with all the information needed for long-distance performance touring.



Maxim700Max



MAXIM 650



Maxum650adsmith.jpg



Of all the things a manufacturer brings to building motorcycles, we think the most important is an attitude.

Ours, simply stated, is that good enough is not enough.

So, every year, Yamaha engineers are faced with a formidable challenge: to make our motorcycles even better.

And, every year, they do. They break any rule, explode any theory, follow any lead that will knock an inch off the width of an engine. Or a second off its quarter-mile time.

Through long days and late nights, shaft drives become smoother, suspensions more responsive, brakes more efficient, seats more comfortable, styling

more exciting.

And while our engineers sit hunched over their desks, Kenny Roberts, world champion road-racer and one of our most valuable R&D men, sits hunched over his Yamaha, screaming through the turns at Imola, Italy or Laguna

Seca. Learning things we can't learn in a lab. Proving things we can't prove on a test track.

Our relentless refusal to compromise has resulted in technological and styling breakthroughs that have changed the way people look at motorcycles. And the way people

look when they're on them.

It has resulted in motorcycles that meet your personal demands for handling, performance, comfort and styling as well as our demands for excellence and innovation.

You can feel the difference our attitude makes when you lean into a turn. Or pull away from a stoplight. Or just look at your Yamaha parked in the garage.

And when you do, you probably won't think about Kenny Roberts. Or Imola, Italy. Or the long days or the late nights. You'll just enjoy your Yamaha.

We do all the work and you have all the fun.

And that's the way it should be.

YAMAHA
THE WAY IT SHOULD BE.™

Introducing the Yamaha Seca Series.

secabrochure1.JPG



At Yamaha, we've been winning motorcycle races for over twenty-five years.

And every time we race, you win.

Because before a new theory or design can find its way to a production motorcycle, it must be tested. And at Yamaha, we know of no better test track

than a race track.

From all those victories have come not only fame, trophies, laurels and pats on the back. But a long line of the fastest, best handling, high performance production motorcycles money could buy.

Which brings us to the bikes you're about to see.

The Yamaha Secas.



It's not how fast you go, it's how you go fast.

Speed is relative.

What's fast for a 400 certainly isn't for a turbo-charged 650.

But, building a serious, high-performance 400 takes just as much thought, time, technology and general tinkering as it does to build that Turbo.

Or at least it should.

And when it comes to the Yamaha Secas, it definitely does.

A perfect example is the motorcycle on the right.

Before the new Seca 400 ever put wheel to pavement, it had already set a few industry standards of its own.

Take engine width for instance.

By borrowing a little technology from our famous Seca 750 four-cylinder power-

plant (like mounting the AC generator behind the cylinders), we managed to make our new 400 twin narrower than the nearest competition by an amazing 3.6 inches.

That skinny new engine pumps out a very muscular 42 horsepower at 9,500 rpm. It has our innovative Yamaha Induction

Control System for efficient use of every ounce of fuel. And it hangs in a diamond-type frame with long-travel forks and disc brake at one end, Monoshock suspension at the other. A combination guaranteed to make you want to put a number on the front and head for the nearest race course.

If, after reading all of that, you still can't take your eyes off the motorcycle



on the left, we can't say we blame you.

The new Seca Turbo is, after all, an incredibly beautiful machine. Not to mention a technological wonder.

It has a turbocharged, 650cc, four-cylinder engine that goes like an 1100. A drag co-efficient of .75. An amazing lean angle of 47 degrees.

And there's more wizardry where that came from.

The turbocharger, for instance, is the world's smallest and can easily turn 210,000 rpm.

There's an electronic ignition system

with an electronic vacuum advance that constantly provides the needed advance for maximum torque. The exhaust system is stainless-steel lined, with a unique manifold designed to provide even exhaust pulsing for more mid-range torque. And a reed-valve controlled surge tank allows the engine to build speed freely until the

turbo reaches its pressurizing speed, virtually eliminating "turbo lag."

Since the turbocharger provides so much increased power, engine strength has been increased, too. The connecting rods are designed to direct cooling oil onto the bottoms of the pistons. The piston crowns are 30% thicker than standard units. And the clutch and transmission have been beefed up.

Of course you've already noticed that stunning piece of fiberglass that surrounds the Seca Turbo. What you can't see are the countless hours of wind tunnel testing that went into designing a fairing that

delivers minimum wind resistance and reduces front wheel lift by 10%, making the Seca even faster.

With all that technology going for it, the new Seca Turbo has an incredible top speed.

It'll probably go pretty fast, too.

Considering how few we're making.





How to beat the Italians to the next cafe.

At one time or another, every motorcycle manufacturer has built a quote—Cafe Racer—unquote.

To some, that meant racing stripes. To others, low handlebars. Still others simply added an accent mark to the name and called it a day.

At Yamaha, we went a little further.

Like all the way back to the drawing board.

The result was the Seca 550 and the Seca 650. Two high performance road bikes

that would feel right at home streaking through the esses, straights and chicanes at Imola, Italy.

And equally at home streaking through your favorite canyon.

Like all Secas, the 550 and 650 have been refined, re-refined, tweaked and re-tweaked to extract the maximum performance from every cc, inch and ounce.

You may very well remember the Seca 550 from last year. It was that European-looking number that rocketed past you and very quickly became a little red dot far down the highway.

The 550 is built around our incredibly powerful, incredibly narrow (only a half

velocity Hitachi carburetors.

It also comes with our unique Yamaha Induction Control System that actually blasts the fuel/air mixture around the combustion chamber. The result is better combustion and better fuel economy.

All without a single moving part.

There's enough horsepower to take on bikes with mills 100, 200 even 300 cc's larger. Precisely tuned suspension. A feathery dry weight of only 407 pounds including the fairing. And the narrow powerplant allows lean angles that would test the adhesion limits of even the stickiest racing tires.

While the Seca 550 was blitzing the backroads of America last year, its big brother the 650 was across the pond dicing with Ferraris on the backroads of Europe.

And since it was so popular over there, this year we brought it over here.

Now, we could go on and on about the numerous virtues of the Seca 650, like loads of horsepower, an 18 inch engine width, shaft-drive and road-racer handling, but we'll let someone else do the talking for a change.

"The Yamaha XJ650 isn't just a great motorcycle; it's the best American bike your pounds, francs, lira or deutschmarks can buy." Thank you *Cycle Guide*. We couldn't have said it better ourselves.

inch wider than our XS400 twin) four-cylinder XJ engine with double overhead cams, Transistor Controlled Ignition and constant



We settled an age-old argument in 11.99 seconds.

At Yamaha, we knew the Seca 750 was faster than any other shaft-driven bike in its class.

And we had a hunch it just might be the fastest 750. Shaft, chain or otherwise.

So we put it to the test. And sure enough, our box-stock Seca 750 streaked through the quarter-mile trap in a scorching 11.99 seconds.

Fast for shaft-drive. Fast for chain drive. Fast enough for a new official world record.

We weren't surprised.

After all, the Seca's DOHC,

four-cylinder four-stroke engine with its Yamaha Induction Control System produces more power per pound than any other production 750. And it's coupled with the most efficient

shaft-drive unit ever to come down the road. Of course, all that power wouldn't do you much good if the motorcycle wouldn't go where you point it.

So we made the engine the lightest and narrowest in its class. So narrow, in fact that the Seca sports an incredible banking angle of 47 degrees. And up front, you'll find our Anti-dive Suspension System.

All that and a little extra. A little brain.

Yamaha's Computerized Monitoring System keeps an eye on the Seca's important functions so you don't have to.

As for looks, look for yourself. Like a lot of people, you just might decide the Yamaha Seca 750 is the best 750cc street-bike around.

And you'd certainly get no argument from us.



Seca Turbo



ENGINE	Transmission	5-Speed	Brakes	
Type 4-Stroke, DOHC, Turbo-Charged, Four	CHASSIS		Front	Dual Slotted Discs
Displacement 653cc	Overall Length 85.4"(2,170mm)		Rear	Drum
Bore and Stroke 63.0x52.4mm	Overall Width 28.7"(730mm)		Tires	
Compression Ratio 8.2:1	Overall Height 53.3"(1,355mm)		Front	3.25-19
Maximum Torque 54.2ft-lb (7.5kg-m) @ 5,000rpm	Seat Height 30.7"(780mm)		Rear	120/90-18
Carburetion Four Mikuni BS30	Wheelbase 56.7"(1,440mm)		Coloring	Crystal Silver
Ignition Transistor Controlled	Dry Weight 507lb(230kg)			
Starting Electric	Fuel Tank Capacity 4.1gals (15.5l)			
Lubrication Wet Sump	Suspension			
Oil Capacity 3.7qt(3.5l)	Front Telescopic Fork with Equalized Air			
	Rear Swingarm, Adjustable Damping			

Seca 750



ENGINE	Transmission	5-Speed	Brakes	
Type 4-Stroke, DOHC, Four	CHASSIS		Front	Dual Slotted Discs
Displacement 748cc	Overall Length 83.1"(2,110mm)		Rear	Drum
Bore and Stroke 65.0x56.4mm	Overall Width 33.9"(860mm)		Tires	
Compression Ratio 9.2:1	Overall Height 44.1"(1,120mm)		Front	3.25H-19
Maximum Torque 45.6ft-lb (6.3kg-m) @ 7,500rpm	Wheelbase 56.9"(1,445mm)		Rear	120/90-18 65H
Carburetion Four Hitachi	Ground Clearance 5.5"(140mm)		Coloring	Brilliant Red
Ignition Transistor Controlled	Seat Height 30.3"(770mm)			Star Silver
Starting Electric	Dry Weight 480lb(218kg)			
Lubrication Wet Sump	Fuel Tank Capacity 5.0gals (19.0l)			
Oil Capacity 3.7qt(3.5l)	Suspension			
	Front Air-Adjustable Telescopic Fork			
	Rear Adjustable Damping			

Seca 650



ENGINE	Transmission	5-Speed	Brakes	
Type 4-Stroke, DOHC, Four	CHASSIS		Front	Dual Discs
Displacement 653cc	Overall Length 85.4"(2,170mm)		Rear	Drum
Bore and Stroke 63.0x52.4mm	Overall Width 28.7"(730mm)		Tires	
Compression Ratio 9.2:1	Overall Height 44.5"(1,130mm)		Front	3.25H-19
Maximum Torque 39.8ft-lbs (5.5kg-m) @ 7,500rpm	Wheelbase 56.5"(1,435mm)		Rear	120/90-18 65H
Carburetion Four Hitachi	Ground Clearance 5.5"(140mm)		Coloring	Quartz Silver
Ignition Transistor Controlled	Seat Height 30.7"(780mm)			
Starting Electric	Dry Weight 454lbs(206kg)			
Lubrication Wet Sump	Fuel Tank Capacity 5.2gals (19.5l)			
Oil Capacity 3.7qts(3.5l)	Suspension			
	Front Telescopic Fork			
	Rear Swingarm			

Seca 550



ENGINE	Oil Capacity	3.1qts(2.9l)	Brakes	
Type 4-Stroke, DOHC, Four	Transmission	6-Speed	Front	Single Disc
Displacement 528cc	CHASSIS		Rear	Drum
Bore and Stroke 57.0x51.8mm	Overall Length 81.1"(2,060mm)		Tires	
Compression Ratio 9.5:1	Overall Width 34.1"(865mm)		Front	3.00H-19
Maximum Torque 31.8ft-lbs (4.4kg-m) @ 8,000rpm	Overall Height 46.9"(1,190mm)		Rear	110/90-18 61H
Carburetion Four Mikuni BS28	Wheelbase 55.5"(1,410mm)		Coloring	Maxim Red
Ignition Transistor Controlled	Ground Clearance 5.9"(150mm)			
Starting Electric	Seat Height 30.9"(785mm)			
Lubrication Wet Sump	Dry Weight 407lbs(185kg)			
	Fuel Tank Capacity 4.2gals (16.0l)			
	Suspension			
	Front Telescopic Fork			
	Rear Swingarm			

Seca 400



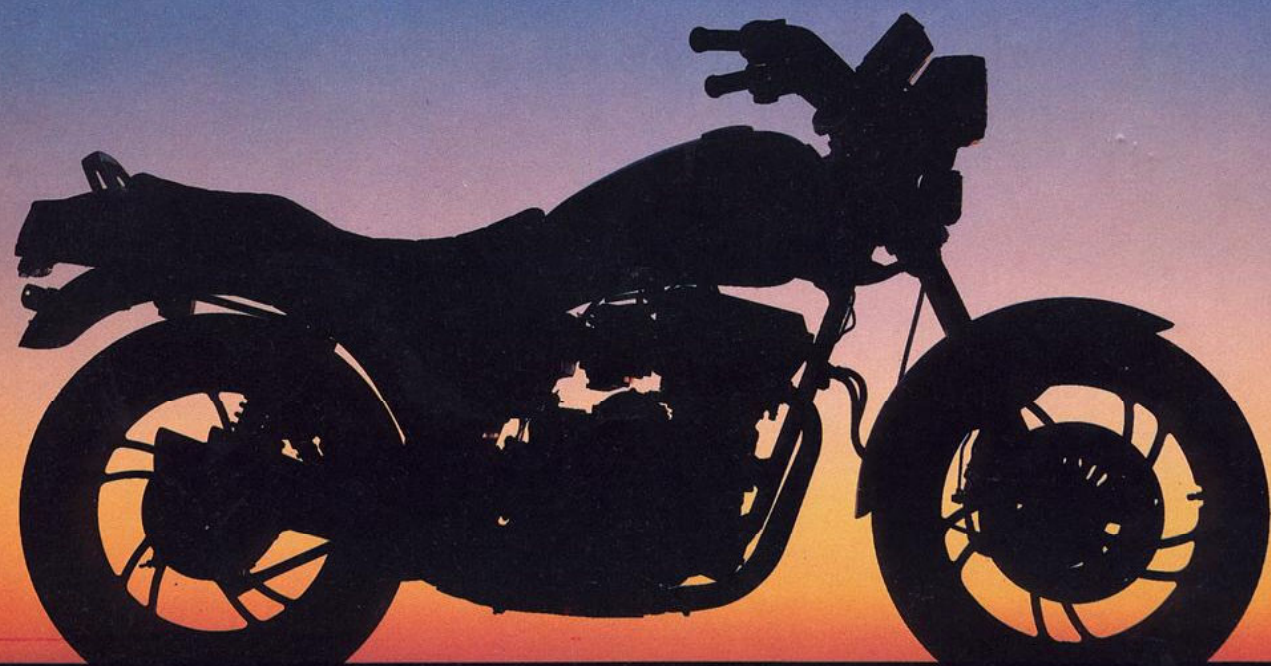
ENGINE	Oil Capacity	3.0qts(2.8l)	Brakes	
Type 4-Stroke, DOHC, Twin	Transmission	6-Speed	Front	Single Disc
Displacement 399cc	CHASSIS		Rear	Drum
Bore and Stroke 69.0x53.4mm	Overall Length 81.1"(2,060mm)		Tires	
Compression Ratio 9.5:1	Overall Width 28.7"(730mm)		Front	3.00-18
Maximum Torque 23.1ft-lbs (3.19kg-m) @ 8,000rpm	Overall Height 44.3"(1,125mm)		Rear	4.10-18
Carburetion Two Mikuni BS34	Seat Height 31.1"(790mm)		Coloring	Star Blue Metallic
Ignition Transistor Controlled	Wheelbase 53.9"(1,370mm)			Star Silver
Starting Electric	Dry Weight 374.9lbs(170kg)			
Lubrication Wet Sump	Fuel Tank Capacity 5gals(19l)			
	Suspension			
	Front Telescopic Fork			
	Rear Monoshock			

YAMAHA
THE WAY IT SHOULD BE.™

Specifications are subject to change without notice. Always wear a helmet and eye protection. Rear view mirrors standard equipment.



THERE ARE
TWO WAYS TO
BUILD
MOTORCYCLES.
THE WAY THEY
ARE AND
THE WAY THEY
SHOULD BE.





XJ900F

- 891 cc, DOHC four cylinder engine with YICS is the most compact, powerful and fuel efficient one in its class.
- Frame-mounted head fairing and engine undercowl increase stability at high speeds and provide better wind protection.
- Fully adjustable rear suspension with programmed damping and pre-load adjustment system for improved handling characteristics.
- Dual front and single rear ventilated disc brakes with efficient opposed-piston calipers for sure stops.
- Shaft drive for virtually maintenance-free, smooth operation.
- Full, easy-to-read instrument panel includes fuel gauge and digital clock.
- Lightweight, triple-spoke alloy wheels and low-profile V-rated tyres for better handling.

ENGINE	
Type.....	4-stroke, DOHC, four
Displacement.....	891 cc
Bore & stroke.....	68.5 × 60.5 mm
Compression ratio.....	9.6 : 1
Lubrication.....	Wet sump
Carburation.....	BS36 × 4
Ignition.....	Transistor controlled
Starter system.....	Electric
Fuel tank capacity.....	22.0 /
Oil capacity.....	3.6 /
Transmission.....	5-speed
Final transmission.....	Shaft drive
CHASSIS	
Overall length.....	2,215 mm
Overall width.....	735 mm
Overall height.....	1,245 mm
Seat height.....	780 mm
Wheelbase.....	1,480 mm
Ground clearance.....	145 mm
Dry weight.....	218 kg
Suspension	
Front.....	Telescopic forks
Rear.....	Swingarm
Brakes	
Front.....	Dual disc
Rear.....	Disc
Tyres	
Front.....	100/90 V18
Rear.....	120/90 V18
Coloring.....	Silky White



XJ600

- 598 cc DOHC four cylinder engine delivers top-of-the line power and guarantees positive throttle response.
- Rising-rate Monocross suspension with 5-way remote-controlled spring pre-load adjustment helps improve handling characteristics.
- Sturdy front forks using large diameter stanchions and alloy brace provide smooth action and added torsional strength for precise handling.
- Frame-mounted head fairing ensures excellent stability and better wind protection at high speeds.
- Triple slotted disc brakes (twin front and single rear) with proven opposed-piston calipers and semi-metallic friction pads offer powerful yet controllable braking power.

ENGINE	
Type.....	4-stroke, DOHC, four
Displacement.....	598 cc
Bore & stroke.....	58.5 × 55.7 mm
Compression ratio.....	10.0 : 1
Lubrication.....	Wet sump
Carburation.....	BS32 × 4
Ignition.....	Transistor controlled
Starter system.....	Electric
Fuel tank capacity.....	19.0 /
Oil capacity.....	3.0 /
Transmission.....	6-speed
Final transmission.....	Chain drive
CHASSIS	
Overall length.....	2,115 mm
Overall width.....	735 mm
Overall height.....	1,225 mm
Seat height.....	735 mm
Wheelbase.....	1,425 mm
Ground clearance.....	140 mm
Dry weight.....	188 kg
Suspension	
Front.....	Telescopic forks
Rear.....	Monocross suspension
Brakes	
Front.....	Dual disc
Rear.....	Disc
Tyres	
Front.....	90/90-18-51H
Rear.....	110/90-18-61H
Coloring.....	Enticer Dark Gray Silky White, Apple Red

XJ650



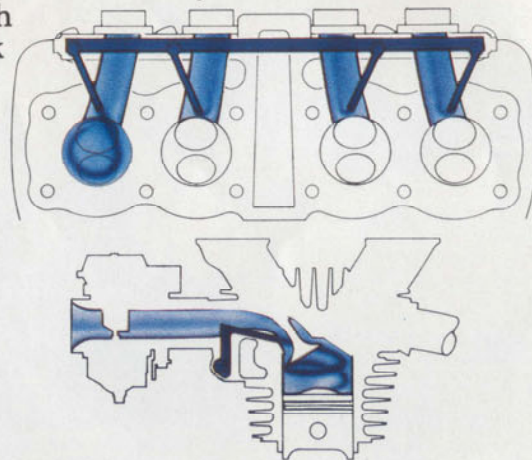
A NEW GENERATION SPORTS MOTORCYCLE

The XJ650 is probably the most significant high performance motorcycle of recent years. Traditionally, the search for more power has led to bigger, heavier and more complicated designs. With remarkable vision Yamaha have reversed this trend with the first of a new generation of lightweight superbikes, the XJ650.

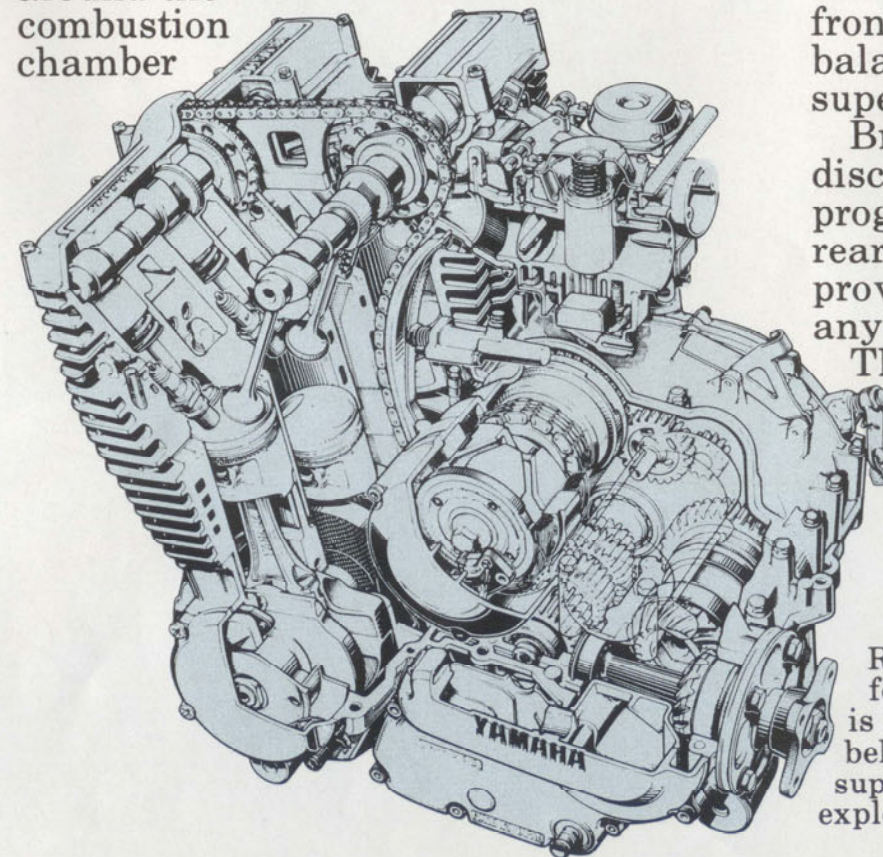
Light weight, superb roadholding and abundant power are the classic virtues of a sporting motorcycle. Each part of this outstanding machine was designed around those three vital criteria. The result is a machine that has set new standards in performance and roadholding, a machine that has become the standard by which all other sports bikes are judged.

At the heart of a high-performance motorcycle is the engine. Yamaha not only considered the power output, but the effect of the motor on other aspects of the motorcycle: weight, centre of gravity and overall width. For

YICS (Yamaha Induction Control System) is an ingenious system of secondary inlet ports which blast fuel vapour around the combustion chamber. The swirling action ensures even combustion with the combined advantages of improved power output and greater fuel economy. YICS is a totally maintenance-free system which cannot break down or malfunction.



Yamaha it was not enough to design a powerful engine. That engine must be compatible with the overall lightweight and taut handling concept. Having chosen the four cylinder in-line configuration for good power output, Yamaha set about reducing the engine's overall width to allow for the steep cornering angles the machine must be capable of. The solution was brilliantly simple — the ancillary equipment normally mounted at the end of the crankshaft was tucked away behind the cylinders; and by adopting a short stroke, the overall height of the engine was reduced so that it could be mounted lower in the frame, improving weight distribution and lowering the centre of gravity. The lightweight double overhead camshaft engine employs Yamaha's YICS induction system. Secondary inlet ports blast fuel vapour around the combustion chamber



ensuring strong, even combustion. This system not only boosts power output but actually reduces fuel consumption. Ignition is transistor controlled, and an oil cooler is fitted to maintain lubricant at the most effective working temperature.

Lightweight shaft drive transmission was developed specially for the XJ650 to be highly efficient and free from torque reaction. This motorcycle is designed to be ridden hard over long distances, conditions which suit the clean, maintenance-free shaft drive ideally.

Five-speed gearbox boasts a super-smooth, light action and is operated via a linkage from the gear pedal which is rear-set to provide an ideal riding position.

Arguably the single most significant factor which sets the XJ650 apart from other machines is the precise hairline steering. Chassis design and front and rear suspension are finely balanced to give handling which no superlative can adequately describe.

Braking power is provided by double discs on the front wheel and a progressive, waterproof and dustproof rear drum brake. Together they provide safe, confident braking under any conditions.

The XJ650 marks a return to the traditional pleasures of high-performance motorcycling, a fast lightweight bike with the handling of a racer.

Remarkable feature of this powerful DOHC four is the narrow crankcase width, which is achieved by mounting ancillary equipment behind the cylinders. The slim engine allows superb handling characteristics to be fully exploited without the risk of grounding.

Rear dampers have five so that the suspension is tuned to the individual preference, varying load riding conditions.



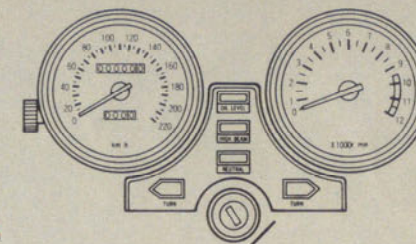
Choke lever is conveniently situated on the left handlebar for one-finger operation.

Constant hot sparks are assured with the transistor controlled ignition system which requires no maintenance.

Settings
n be
der's
or

Low seat height gives a comfortable, sporting riding position. The deep, well-padded seat is designed with long journeys in mind.

The XJ650 begs to be ridden hard. An oil cooler ensures that the engine is maintained at the most effective temperature in all conditions.



The instrument console contains speed and rev-counter, oil level warning light, neutral and high beam indicator, along with turn indicators and trip indicator.

Mighty 200mm quartz-halogen headlamp provides an intense penetrating beam for safe, fast night riding.

Twin dual-pitch horns are fitted to alert the unwary motorist.

Long-action Teflon bushed front forks contribute to the remarkable handling characteristics.

Powerful double front disc brakes have a smooth, controllable action for confident braking in all weather conditions.



Polished, cast-alloy pillion footrest bracket demonstrates Yamaha's fine attention to detail.

Slick action five-speed gearbox is a pleasure to use. Rear-mounted gear lever operates via a sturdy linkage.

Maintenance-free shaft drive is ideally suited to handle the XJ650's brutal power. The lightweight design minimizes torque reaction.

Tuned, four-into-two exhaust system is neatly tucked away beneath the engine to maintain ground clearance.



XJ650 SPECIFICATIONS

ENGINE

Type 4-stroke, DOHC, four
Displacement 653 cc
Bore and stroke 63.0 x 52.4 mm
Compression ratio 9.2:1
Max. power 73.0 PS (53.8 kW)
@9,000 rpm
Max. torque 6.0 kg-m (59.2 Nm)
@7,500 rpm

Lubrication Wet sump
Carburetion HSC32 (4)
Ignition Transistor controlled
Starter system Electric
Fuel tank capacity 19.6 l
Oil capacity 3.6 l
Transmission 5-speed
Final transmission Shaft drive

CHASSIS

Overall length 2,170 mm
Overall width 730 mm
Overall height 1,130 mm
Seat height 780 mm
Wheelbase 1,435 mm
Ground clearance 140 mm
Dry weight 206 kg
Suspension

Front Telescopic forks
Rear Swing arm

Brakes

Front Double disc
Rear Drum

Tyres

Front 3.25H19-4PR
Rear 120/90-18 65H

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.



YAMAHA MOTOR N.V.

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Amstelveen (Amsterdam)

LIT-3MC-0107583-82E (BG2) 56.12×24.25D1 Printed in Japan

Meine Meinung über meine XJ 650.

Das ist nur eine Meinung von vielen zufriedenen YAMAHA XJ 650-Fahrern. Heute schildert Renate Mürtl (25) aus Dachau, was sie über ihre XJ 650 zu sagen hat.



Renate Mürtl

Seit Oktober 1980 bin ich stolze Besitzerin einer YAMAHA XJ 650. Die Vorgängerin der XJ war eine XS 400, mit der ich sehr zufrieden war. Darum sollte die neue Maschine nach Möglichkeit auch wieder eine YAMAHA sein. Für den Kauf der XJ 650 waren die wichtigsten Argumente der überaus günstige Preis für ein Motorrad dieser Klasse und der Kardan. Der Kardan deshalb, weil bei der 400er einmal die Kette gerissen ist (war auf ein defektes Kettenschloß zurückzuführen) und ich mir diese Erfahrung ein zweites Mal ersparen wollte.

5.000 Kilometer nach und durch Griechenland: Schwierige Landstraßen. Autobahn. Zelt und jede Menge Gepäck. – No Problem, Sir.

Inzwischen habe ich mit meiner YAMAHA XJ 650 knapp 15.000 km zurückgelegt. 5.000 km davon im Rahmen eines Urlaubes

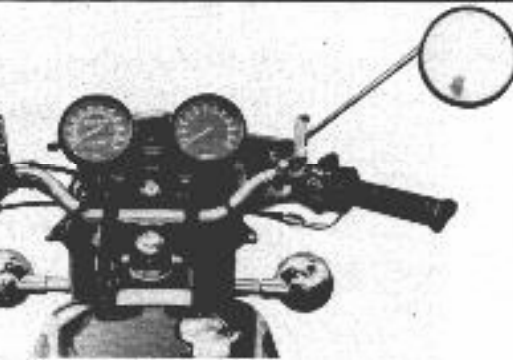
in Griechenland, bei dem es trotz manchmal schwieriger Straßenverhältnisse keinerlei Probleme gab. Die XJ läßt sich sehr gut bewegen und ist unwahrscheinlich handlich. Der 5.000er-Kundendienst wurde in einer kleinen Werkstatt in Sparta gemacht. Der Mechaniker war Spitze und hat sich echt gefreut, mal ein richtiges Motorrad in seiner Werkstatt zu haben.

Nach der meist langsamen Fahrweise in Griechenland hat es natürlich riesigen Spaß gemacht, die Maschine auf der Autobahn wieder voll auszufahren. Auch hier gibt es keine Probleme. Die XJ 650 liegt einmalig gut und hat auch mit Zelt und sonstigem Urlaubsgepäck beladen keine „Mucken“.



Ihr habt ein klasse Motorrad gebaut.

Nach 8000 km wurden die



serienmäßigen Reifen ersetzt.

Bei den regelmäßig durchgeführten Kundendiensten wurden nur die Zündkerzen ausgewechselt, sonst war nichts zu reparieren oder auszutauschen. Bleibt lediglich noch der Lichtschalter zu erwähnen, der irgendwann und irgendwo verloren ging.

Eigentlich hatte ich vor, meine XJ nach einer Saison wieder zu verkaufen. Aber nachdem ich so zufrieden bin und mir die Maschine immer mehr Spaß macht, will ich mich nicht von ihr trennen. Ihr habt ein klasse Motorrad gebaut.

Das ist nur einer von vielen Briefen. Schreiben Sie uns doch auch mal Ihre Meinung über Ihre YAMAHA. Legen Sie Ihrem Brief bitte auch – wenn möglich – Foto-Material bei.

MTSUI MASCHINEN GMBH
YAMAHA-DIVISION
Grünstraße 44, D-4005 Meerbusch 1
Telefon (02105) 5892, Telex 08.584 036

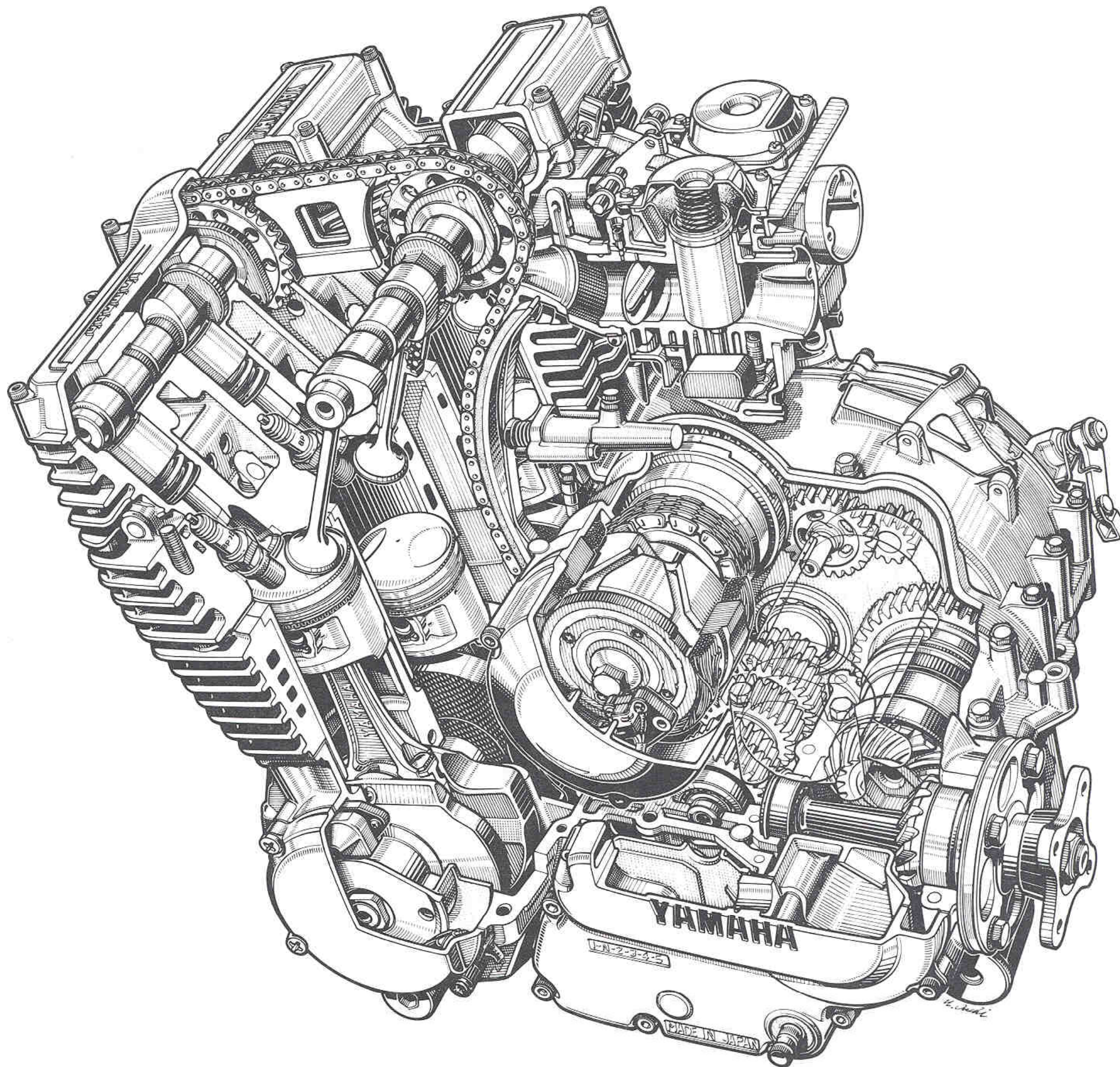


Kraft und Sicherheit auf 2 Rädern

XJ750R







XJ650



A NEW GENERATION SPORTS MOTORCYCLE

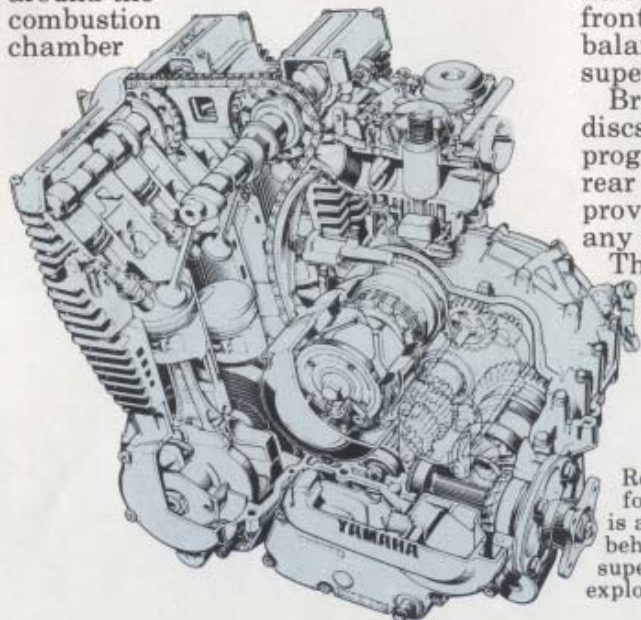
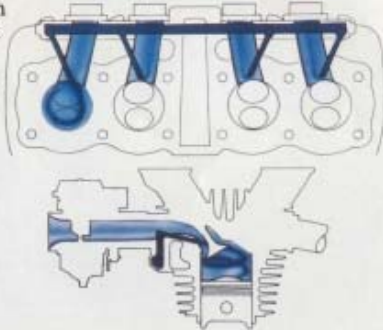
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Tuned, four-into-two exhaust system is neatly tucked away beneath the engine to maintain ground clearance.



XJ650 SPECIFICATIONS

Type 4-stroke, DOHC, four
Displacement 653 cc
Bore and stroke 63.0 x 52.4 mm
Compression ratio 9.2 :1
Max. power 73.0 PS (53.8 kW)
 @9,000 rpm
Max. torque 6.0 kg-m (59.2 Nm)
 @7,500 rpm

Overall length	2,170 mm
Overall width	730 mm
Overall height	1,130 mm
Seat height	780 mm
Wheelbase	1,435 mm
Ground clearance	140 mm
Dry weight	206 kg
Suspension	

Because of our ongoing efforts to make Yamaha motorcycles even better, specifications are subject to change without notice.

YAMAHA MOTOR N.V.



XJ750E



XJ750A

標準全長価格 ¥595,000

●ニューサマパブリック



●プリリアントレッド



XJ750E

標準全長価格 ¥565,000

●タリスタルシルバー



●プリリアントレッド

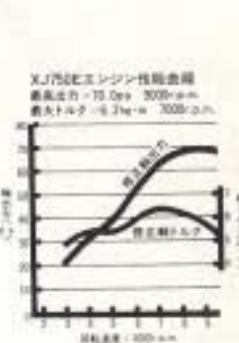
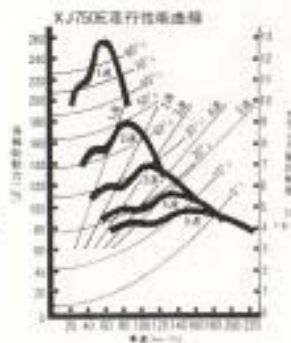
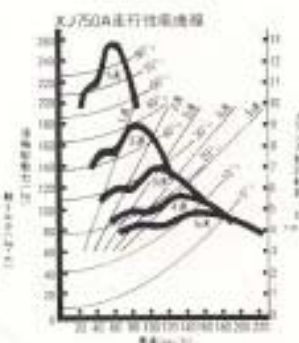
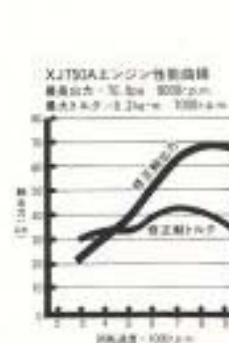
XJ750A

仕様諸元	
全長/全巾/全高	2135mm/860mm/1120mm
軸間距離	1445mm
シート高/最低地上高	770mm/140mm
乾機重量	218kg
燃費・定速走行テスト値	42km/l (60km/h)
最小回転半径	2600mm
制動停止距離	15m (50km/h)
エンジン種類	4サイクル・DOHC・2バルブ
気筒数配列/総排気量	並列4気筒/748cc
内径×行程	65.0mm×56.4mm
圧縮比	9.2:1
最高出力	70ps/5000rpm
最大トルク	6.2kg-m/1000rpm
始動方式	セル式
点火方式	トランジスタ
燃料タンク容量	19ℓ
オイル容量	3.5ℓ
潤滑方式	強制圧送ウェットサンプ
バッテリー容量/型式	12V-14Ah・YB14L
1次減速機構/減速比	ギヤ/1.672
2次減速機構/減速比	シャフト/2.909
クラッチ形式	湿式多板
変速機形式	リターン式5段
変速比	2.187/1.500/1.153/0.933/0.812
フレーム型式	鋼管ダブルクレードル
キャスト/トレール	28°00' / 114mm
タイヤサイズ・前・後	3.25H19-4PR / 120-90-18-65H
制動装置・前	油圧式ダブルディスクブレーキ
制動装置・後	機械式ドラムブレーキ

XJ750E

仕様諸元	
全長/全巾/全高	2175mm/725mm/1135mm
軸間距離	1440mm
シート高/最低地上高	785mm/140mm
乾機重量	214kg
燃費・定速走行テスト値	42km/l (60km/h)
最小回転半径	2400mm
制動停止距離	15m (50km/h)
エンジン種類	4サイクル・DOHC・2バルブ
気筒数配列/総排気量	並列4気筒/748cc
内径×行程	65.0mm×56.4mm
圧縮比	9.2:1
最高出力	70ps/5000rpm
最大トルク	6.2kg-m/1000rpm
始動方式	セル式
点火方式	トランジスタ
燃料タンク容量	19ℓ
オイル容量	3.5ℓ
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制動装置・前	油圧式ダブルディスクブレーキ
制動装置・後	機械式ドラムブレーキ

※燃費は定められた試験条件のもとで得た値です。実際の走行時の燃費・道路・乗員・整備などの諸条件によって異なります。



新しいバイクの買い方です。簡単な手続きしただけで現金があげば最長30回までの分割払いで、お好みのバイクがすぐ手に入る。月々の支払い方法もお好み次第。使い勝手のコースから自由に選べる便利さです。

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- 本仕様は予告なく変更することがあります。
- 仕様変更などにより、互換性や容量・耐燃率と異なる場合があります。
- ササカマラーは保証のため、実物と異なって見える場合があります。
- ヘルメットを必ずお持ちください。●定期点検をうけましょう。
- 自賠責保険に加入しましょう。
- 走行後のマフラーに熱いように注意しましょう。
- 飲酒はやめましょう。

YAMAHA

ヤマハ発動機株式会社
〒438 静岡県熱田市新貝2500
TEL0538321111

804-9601 3-01204

Yamaha XJ750DII Fuel Injection 1985-86

This brochure is of the Yamaha XJ750DII it was produced in limited numbers in 1985 and early 1986.

It is essentially the same as the original XJ750D Fuel Injection but has different injectors and 5 more horsepower.

Unfortunately like its predecessor the XJ750D, it was also only produced for the Japanese Home market so is a very rare bike.

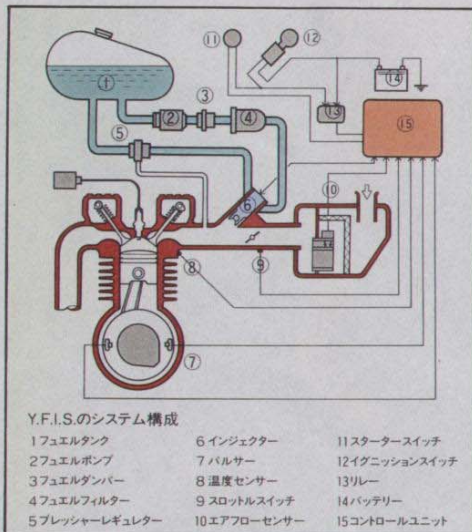
YAMAHA XJ750D-II

YSP
Limited Version



そのポテンシャルがシーンを変える。国内最強、75ps/9,500rpm^(昭和58年11月現在)。モーターサイクル初、ラジアルタイヤ装着。

先進のエレクトロニック・パワー、Y.F.I.S.
(ヤマハ・フューエル・インジェクション・システム)



XJ750D-IIの誇るエレクトロニック・テクノロジーのひとつが、このY.F.I.S.コンピューター制御によって走行状況に対応した最適の燃料供給をつねに行い、ハイパワーとエコノミー、しかも低公害という、ライダーと時代のニーズを一挙に実現しようというものです。そのシステムは、デジタルマイクロコンピューターがエンジン吸入空気量、エンジン回転数、エンジン温度などをセンサーにより検知。その時の状況に最適のタイミングで最適量の燃料を、インジェクターからインテークマニホールド内へ、スワール(渦巻き)をともなって噴射するもの。そして、さまざまなセンサーの中でも特筆すべきなのが、吸入空気量を検知するエアフローセンサーです。エアクリナー内にセットされたホットワイヤー方式エアフローセンサーは、従来のエアフロメーターのような可動式のメカニカルパーツを通気道中に置く必要のない純電

子式計測方式。このため、通気のジャマにならずピーク出力も強力、タイムラグがなくスロットルレスポンスが俊敏、正確な計測がメンテナンスフリーで行なえるなど、さまざまなメリットを備えています。Y.F.I.S.つねにベストな燃料供給を実現するこのシステムによって、XJ750D-IIは、あらゆるシーンで、パワフル&エコノミー、スムーズ&クリーンな走りを発揮します。

よりきめ細かな点火時期コントロールを実現
負圧制御電子進角式フルトランジスタ点火
ヤマハが誇る2段電子進角式フルトランジスタ点火に、さらにエンジンの負圧による点火時期コントロールの機能を付加したきわめて高度なシステム、それがこの負圧制御電子進角式フルトランジスタ点火です。これは、登坂時やエンジンブレーキ使用時など、同じエンジン回転数でもその負荷の違いに対応し、点火時期をつねに最適のタイミングにコントロールしようというもの。インテークマニホールドに接続された半導体圧力センサーが、エンジン負荷を吸入負圧として感知し、制御します。これにより、ハイパワーと滑らかに力強い加速感を、卓越の燃費性能とともに実現しました。

高性能・低燃費を両立したヤマハ独創のテクノロジー
Y.I.C.S.(ヤマハ・インダクション・コントロール・システム)
シリンダーに吸入される

混合気に強いスワール(渦巻き)を発生させることによって、特にハーフスロットル時の出力と燃費を同時にアップさせるY.I.C.S.を採用。そのシステムは、インテークマニホールドのバルブ近くに各気筒を連結する副吸気通路を設け、他の気筒との間に生まれる圧力差を利用して混合気を

ジェット噴流化した上、主吸気通路からの混合気とミックスしてスワール現象を発生させるというもの。マシン本来のドライバビリティを損うことも、エンジン設計に基本的な変更を強いることもなく、また、いっさいのメンテナンスをも必要としない、きわめて合理的なヤマハ独自のテクノロジーです。そして、Y.F.I.S.、負圧制御電子進角式フルトランジスタ点火などと相まって、ハイパワーとともに、43.5km/ℓ^{(60km/h定地走(117km/h)運輸省届出値)}という低燃費を実現したのです。

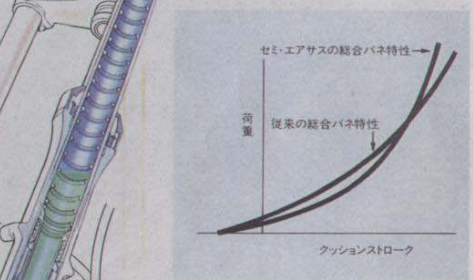
ロングツアラーとしての資格は、防音・防振対策にもエンジン冷却フィンのリブ継ぎ、クランクケースカバー、カムシャフトカバーなど多岐にわたるラバーフローティング化、吸気音を低減する2段膨張式エアクリーナーの採用……。XJ750D-IIは、静かきでも定評のDOHC4気筒エンジンをベースに、徹底した防音・防振対策を施し快適なロングツーリングを約束しています。

イコライザー付セミエア・サスペンションを前後に装備
パワフルなエンジンに優る速いフットワークを獲得するため、フロント・リヤともに、イコライザー付セミエアサスペンションを採用。低・中速荷重域ではバネ定数を低く、ソフトな乗り心地を確保しながら、高荷重域ではボトミングを防止して腰のある安定したクッション性能を発揮する理想のサスペンションです。イコライザー付のためエア圧調整もきわめてかんたん。また、リヤ・サスペンションには5段階調節ができるダンパー・アジャスタブルタイプのユニットを採用。

走行条件や好みに応じたベストセッティングが選べます。
高度なスタビリティ実現に貢献するアジャスタブル・アンチダイブ機構
フロント・サスペンションに、ブ

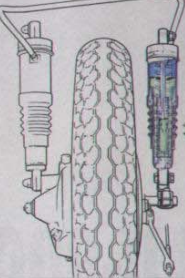
レーキング時の車両の姿勢変化を最小限にとどめ、後輪のロードグリップ力を維持して早期ロックを防止す
アジャスタブル・アンチダイブ機構を採用。フロントブレーキ使用時に生まれるブレーキオイルの圧力を利用して、フロントフォークのダンパーオイル流路を閉じ、フロントフォーク

沈みこみを防止するシステムです。これにより、フロント・サスペンションセッティングをソフトなことも可能にしています。またアンチダイブの効き具合を調整可能としている点も、ヤマハ独自の大きなポイントです。



つねに安定した強力な制動力を発揮するベンチレーテッドダブルディスクブレーキを、フロントに新採用

フロントのダブルディスクブレーキを、新たにベンチレーテッドタイプとしました。セミメタルパッドの採用、キャストホイールへのダイレクトマウントなどディスクブレーキシステム本来の完成度の高さに加えベンチレーテッドタイプならではの放熱性の高さによすぐれたストッピングパワーをさらに高いレベルへと引き上げました。しかも、サーキットで鍛えあげられた信頼のメニズム、対向ピストンキャリパーを装備。前述のアンチダイブ機構と相まって、より速く走るためのテクニカルレーキングから万一の時のパニックレーキングまで、ライダーにストレスを与えず安定した効果を発揮します。



夢が聴こえる。

ハイパフォーマンス&グレートカンファタブル XJ750D-II。





誰よりも速く走ることのみを追求めていた季節があった。ブレーキングポイントをどこまで遅らせることができるか。スロットルオープンをいかに早めることができるか。ライディングはあくまでも「挑戦」だった。季節は移り、いま、YSP (ヤマハ・スポーツ・エッセンス) リミテッドバージョンXJ750D-IIに出逢う。国内最強75ps^(馬力58.9、1111現在)のハイパワー、フロント・ベンチレーテッドダブルディスクブレーキ、そしてモーターサイクル初のラジアルタイヤ。すべてが鮮烈な走りを指向しながら、ライディングを「挑戦」から、「ゆとり」へと昇華させたニューコンセプトマシン、XJ750D-II。モーターサイクル専用オーディオシステムを国内で初めて搭載したことにも、その思想が現われている。走りの限界に身を置くことにすべてを賭ける季節を経て、より奥深いライディングの世界に到達し得たライダー 諸氏にこそキーを託したい。

ちなみに、国内最強75psのハイパワーを手中にしたXJ750D-IIのDOHC4気筒748ccエンジンについていえば、何よりもヤマハ独自の軽量・コンパクト設計、電子制御燃料噴射機構Y.F.I.S. (ヤマハ・フュエル・インジェクション・システム)、すぐれた燃焼効率をもたらすY.I.C.S. (ヤマハ・インダクション・コントロール・システム)、さらには負圧制御電子進角式フルトランジスタ点火などがその基本。そのうえ、サイズアップした吸気バルブ、9.2から9.5へと高めた圧縮比、エアクリーナーからチャンバーに至る吸排気系のブラッシュアップなど、そのすべてが、まさにハイパフォーマンス&グレートカンファタブルを指向している。そして、こうしたテクノロジーが、スペックデータのすごさにとどまることなく、卓越の走りをゆとりをもって満喫し得るトータルバランスの高さとして結実していることにこそ、ご注目いただきたいのだ。



サウンドカシーンを変える。国内初、オーディオシステム搭載。

モーターサイクル・コンポーネント・オーディオ・システム XJ750D-IIに込められた数々のニューテクノロジーと革新の機能の中でも、まず、何よりも先にご紹介したいのが、国内で初めて搭載したモーターサイクル・コンポーネント・オーディオ・システムです。そのテクニカルコンセプトは①XJ750D-IIの高度な重量バランスやローダビリティ、操作性を損うことのない軽量コンパクト設計であること②風雨、ほこりを避けられないハードな条件に耐え得る全天候・耐ショック設計であること③電装関係の影響を受けない完璧なノイズ対策を持つこと④安全運転をフォローするためワンタッチ操作のイージーオペレーションシステムを持つこと⑤つねに豊かでクリアなサウンドを確保すること。XJ750D-IIのモーターサイクル・コンポーネント・オーディオ・システムは、こうしたテーマをすべて満足することによって、まったく新しいサウンドツーリングの世界を実現しました。操り、走ることそのものを、最大にして唯一の魅力としていたモーターサイクルシーンに、いま、新たな価値観が生まれます。

コントロールチューナー

AM/FM高感度チューナー。受信周波数をデジタル表示するため走行中も瞬時に確認できます。また選局はソフトタッチボタンのワンタッチ操作。AM/FM各4局ずつセットできます。〈全天候タイプ&耐ショックメカ。〉

20W+20Wハイパワーメインアンプ

そのハイパワーもさることながら、最大の特長は、オートミューティング機構。信号待ちなどでギヤをニュートラルにした時や、クラッチを握っている時、周囲に迷惑をかけないよう音量を自動的にダウンさせるシステムです。もちろん、再発進すれば約3秒後には自動的にセットレベルにまで復帰します。〈全天候タイプ&耐ショックメカ。〉

カセットデッキ

電源・電圧の変動にも安定した回転精度を誇るDCモーターを採用し、ワウフラッター0.3%以下というすぐれた安定性を確保。また、オートリバース機構を装備。一度セッ

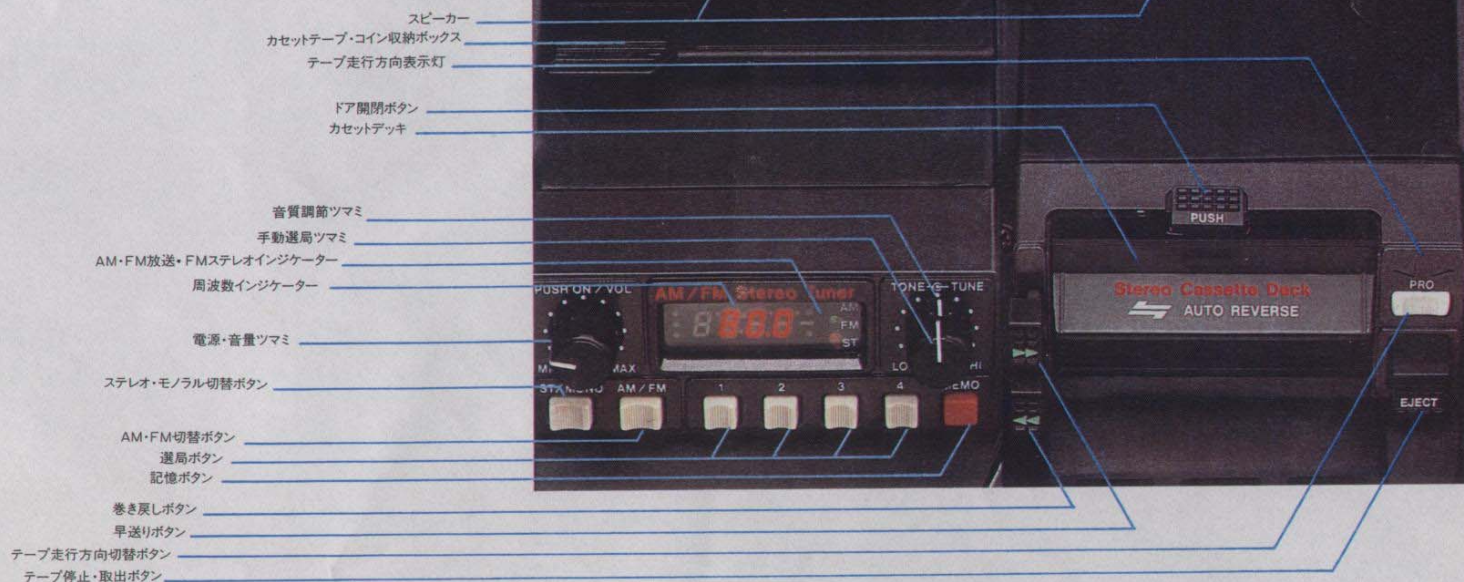
トすれば、A・B面がノンタッチで楽しめます。雨やホコリをシャットアウトするダストカバー付。〈全天候タイプ&耐ショックメカ。〉

10cmスピーカー

最大入力20Wのハイパワーを持つ口径10cmのフルレンジスピーカー。低音域から高音域まで歪みのないパワフルなサウンドが楽しめます。〈全天候タイプ&耐ショックメカ。〉

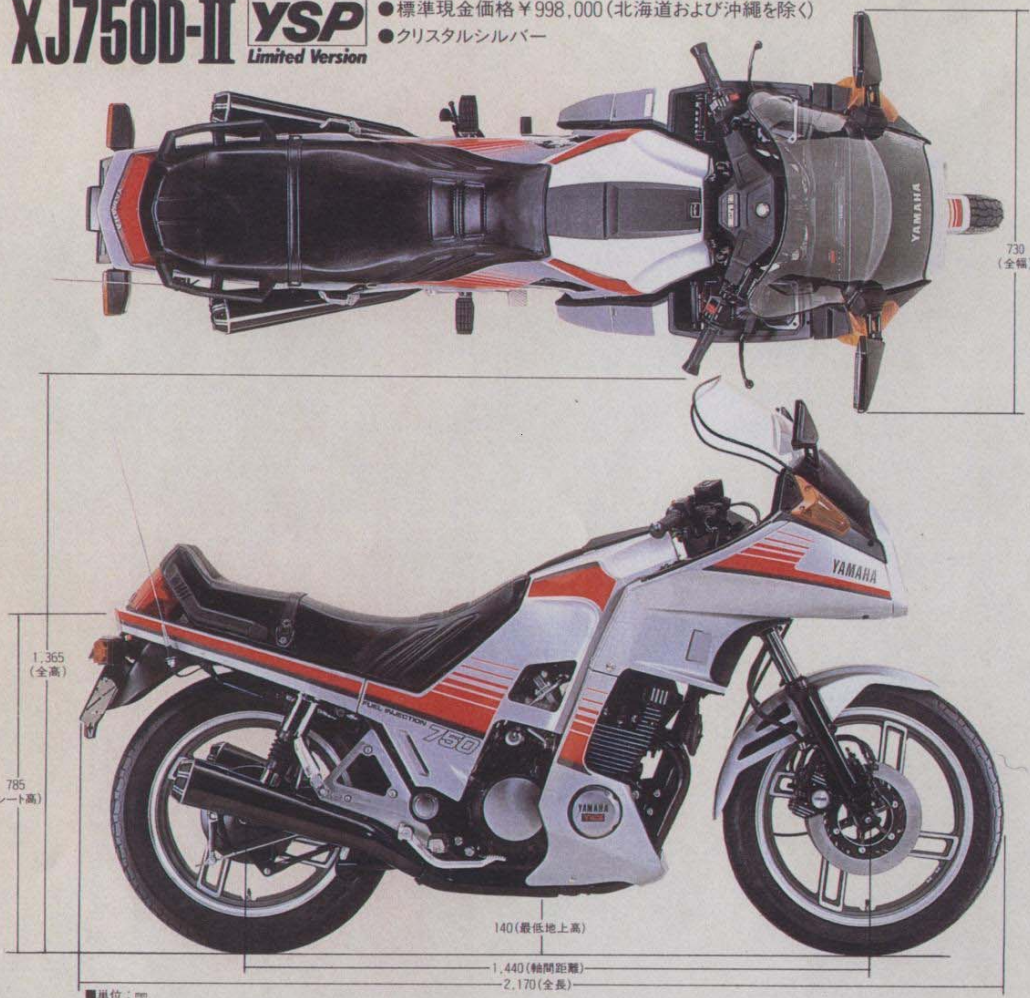
カセットテープ/コインボックス

フェアリングに、コンポーネントをすっきりと合理的にレイアウトした上、さらに、カセットテープ2本とコインを収納できる便利なボックスも装備しました。



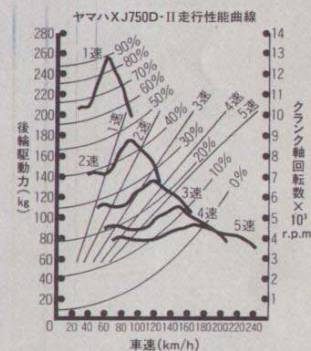
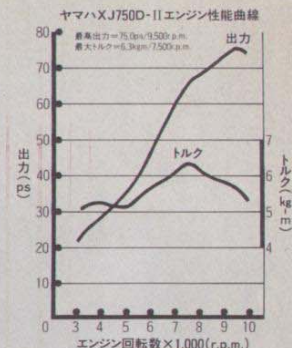
XJ750D-II YSP Limited Version

●標準現金価格 ¥998,000 (北海道および沖縄を除く)
●クリスタルシルバー



XJ750D-II	
機種コード	508
全長/全幅/全高	2,170mm/730mm/1,365mm
軸間距離	1,440mm
シート高/最低地上高	785mm/140mm
乾重量	231kg
燃費・定地走行テスト値	43.5km/ℓ (60km/h)
最小回転半径	2.7m
制動停止距離	15m (50km/h)
エンジン種類	4サイクル・DOHC
気筒数配列/総排気量	4気筒/748cc
内径×行程	65.0mm×56.4mm
圧縮比	9.5:1
最高出力	75ps/9,500rpm
最大トルク	6.3kg-m/7,500rpm
始動方式	セル式
点火方式	トランジスタ
燃料タンク容量	19ℓ
オイル容量	3.5ℓ
潤滑方式	強制圧送ウェットサンプ
バッテリー容量/型式	12V14AH(10HR)/YB14L
1次減速機構/減速比	ギヤ/1.672(97/58)
2次減速機構/減速比	シャフト/3.980
クラッチ形式	湿式多板
変速機形式	リターン式5段
変速比	2.187/1.500/1.153/ 0.933/0.812
フレーム形式	鋼管ダブルクレードル
キャスタ/トレール	28°00'/115mm
タイヤサイズ・前/後	100/90R19, 57H 120/90R18, 65H
制動装置・前	油圧式ダブルディスクブレーキ
制動装置・後	機械式ドラムブレーキ

●本仕様諸元値はオプション等を含みません。



●燃費は定められた試験条件のもとでの値です。従って走行時の気象・道路・車両・整備などの諸条件によって異なります。●本仕様は予告なく変更することがあります。●本仕様諸元値はオプション等を含みません。●仕様変更などにより、写真や内容が一部実車と異なる場合があります。●ボディカラーは印刷のため、実物と異なって見える場合があります。

ヤマハライディングスクール セーフティライディングのために、確かなテクニックの習得に、ヤマハライディングスクール(YRS)に参加しませんか。
●SUGOを舞台に1泊2日の本格トレーニングを行なうYRS in SUGO。
●筑波サーキット、袋井ヤマハコースでの中・高速走行トレーニングが確かな技術を培うYRSサーキットランコース。●オフ

ロード走行によって安全運転の基礎を養うYRSオフロードコース。
●教習所等で日常に即した技能を身につけるミニYRS。
お申込み・お問合せは、各販売店もしくはヤマハ発動機株式会社・ヤマハ安全運転推進本部・YRS係 〒438 静岡県磐田市新貝2500 TEL (05383)2-1111

新しいバイクの買い方です。簡単な手続きとわずかな頭金があれば最長20回までの分割払いで好みのバイクがすぐ手に入るしくみ。月々の支払い方法もお好み次第。幾通りものコースから自由に選べる便利さです。

手続きかんたん
支払いらくい
ヤマハ
らくらくクレジット

YSP Members Club

8312-10D ☎ 011254

HAVE A NICE RIDE! ナイスライディングをよろしく。

★ヘルメットを正しくかぶりましょう。安全速度で走りましょう。カーブではスピードをひかえめに。
★点検・整備を忘れずに。無理な追い越しはやめましょう。よく見る、よく見られることに努めましょう。
★安全のため改造はやめましょう。ヤマハライディングスクールで、正しいライディングテクニックをマスターしましょう。



Life is short. Go for a long ride. What are you waiting for? There's a world of adventures out there, and thousands of miles of roads on which to experience them. Whether you're riding to work, carving up some turns with your mates on a Sunday morning, or heading off on that long ride across the continent with a passenger and luggage, Yamaha's sport-touring machines are the ideal all-round choice.

get naked.



XJR1200

Welcome to the world of big Nakeds. Tough, no-BS motorcycles with huge horsepower and bad attitudes. A blend of seventies styling and nineties technology. Aggro musclebikes for riders who value eyeball-flattening acceleration above all.

And the baddest Naked of them all is the asphalt-ripping XJR1200—a two-wheeled sledgehammer that flattens the competition like a truck hitting a fly.

Powered by a hard-charging 4-cylinder 16-valve engine with TPS-equipped carbs, and tuned to deliver fistfuls of tyre-squealing torque, this two-wheeled rocketship pulls like a cattle-train on nitrous.

This mega-motor is rubber mounted in a super-stiff double cradle frame running with advanced front and rear suspension systems and high-specification dual front discs. Wanna strafe some apexes? No worries.

The XJR1200. Because real motorcycles aren't afraid to ride around with their clothes off.



XJ900S

The XJ900S Diversion has everything you want in a large-displacement all-rounder, except for one thing: a large-displacement price.

What makes this extraordinary motorcycle such a great performer and such a good bargain is its unique mix of a simple yet elegant design with proven features and advanced technology.

The bullet-proof slant-block air-cooled engine produces heaps of strong, smooth pulling power right across the rev range, for relaxed high-speed cruising and effortless overtaking. And with its low-maintenance shaft drive and legendary Yamaha reliability the big Diversion makes the ideal long-distance mount.

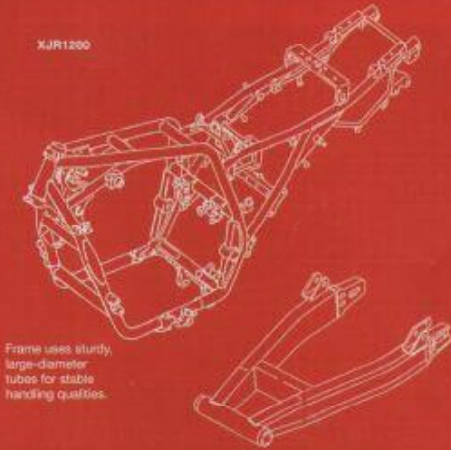
Running a stiff tubular chassis with heavy-duty front and rear suspension, the Diversion offers precision handling with excellent day-long comfort. Underlining this special machine's sporting potential are strong triple disc brakes and a wind-beating half fairing.

Yamaha XJ900S Diversion. The one motorcycle that does it all.

Note: Sidecases are optional accessories.

s p e c i f i c a t i o n s

Engine	XJR1200		XJ900S	
	Type	4-stroke, DOHC, 4-valve, air-cooled, parallel-four	Type	4-stroke, DOHC, 2-valve, air-cooled, parallel-four
	Displacement	1,188.0 cc		892.0 cc
	Bore & stroke	77.0 x 63.8 mm		66.5 x 60.5 mm
	Compression ratio	9.7 : 1		10.0 : 1
	Lubrication	Wet sump		Wet sump
	Carburetion	BS36		BDSR34
	Ignition	Digital T.C.I.		Digital T.C.I.
	Starter system	Electric		Electric
	Fuel tank capacity	21.0 lit.		24.0 lit.
	Oil capacity	4.2 lit.		4.4 lit.
	Transmission	5-speed		5-speed
	Final transmission	Chain drive		Shaft drive
Chassis	Overall length	2,165 mm		2,230 mm
	Overall width	765 mm		750 mm
	Overall height	1,120 mm		1,300 mm
	Seat height	790 mm		795 mm
	Wheelbase	1,500 mm		1,505 mm
	Ground clearance	135 mm		130 mm
	Dry weight	233.0 kg		239.0 kg
Suspension	Front	Telescopic fork		Telescopic fork
	Rear	Swingarm		Monocross
Brakes	Front	Dual disc		Dual disc
	Rear	Single disc		Single disc
Tyres	Front	130/70ZR17		120/70-17 58V
	Rear	170/60ZR17		150/70-17 69V
Colours	Black, Silver		Maroon, Blue	



Frame uses sturdy,
large-diameter
tubes for stable
handling qualities.

Extruded aluminium swingarm
is stiff and lightweight.

XJR1200



XJ900S



Motorcycles shown in the outdoor photographs may not be available in some areas. Specifications and appearance of Yamaha motorcycles shown here may vary according to requirements and conditions and are subject to change without notice. For your own safety always wear a helmet and eye protection. Riders should wear protective clothing.

RIDE CAREFULLY—AVOID WHEELIES, HIGH JUMPS AND TANDEM RIDING.

Be sure always to keep your feet on the footrests.

Please ensure you read your owner's manual thoroughly before operating these vehicles. For further details, please consult your Yamaha dealer. Availability of the models and their colour schemes mentioned here may vary from time to time.

Rear view mirror(s) standard equipment.

Printed on recycled paper

FJR1300 Technical Specification

ENGINE		CHASSIS	
Type	4-stroke, liquid cooled in-line 4-cylinder, DOHC, 4 valves per cylinder	Overall length	2,195 mm
Displacement	1,298 cc	Overall width	758 mm
Bore and stroke	79 x 66.2 mm	Overall height	1,304 mm
Compression ratio	10.8 : 1	Seat height	805 mm
Max. power	106.7 kW (145 CV) @ 8,500 rpm	Wheelbase	1,515 mm
Max. torque	125.5 Nm @ 6,000 rpm	Dry weight	237 kg
Lubrication	Fuel supply : Electronic Fuel Injection	Front suspension	Telescopic fork
Carburation		Front wheel travel	135 mm
Ignition	CDI	Rear suspension	Swingarm (Link suspension)
Starting system	Electric	Rear wheel travel	125 mm
Lubrication	Wet sump	Front brake	Double disc, Ø 298 mm
Fuel tank capacity	25 litres	Rear brake	Single disc, Ø 282 mm
Clutch type	Wet, multiple-disc	Front tyre	120/70 ZR17
Transmission	Constant mesh 5-speed	Rear tyre	180/55 ZR17
Final transmission	Shaft		

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.


SM1 (Silver Metallic 1)

BL2 (Black 2)

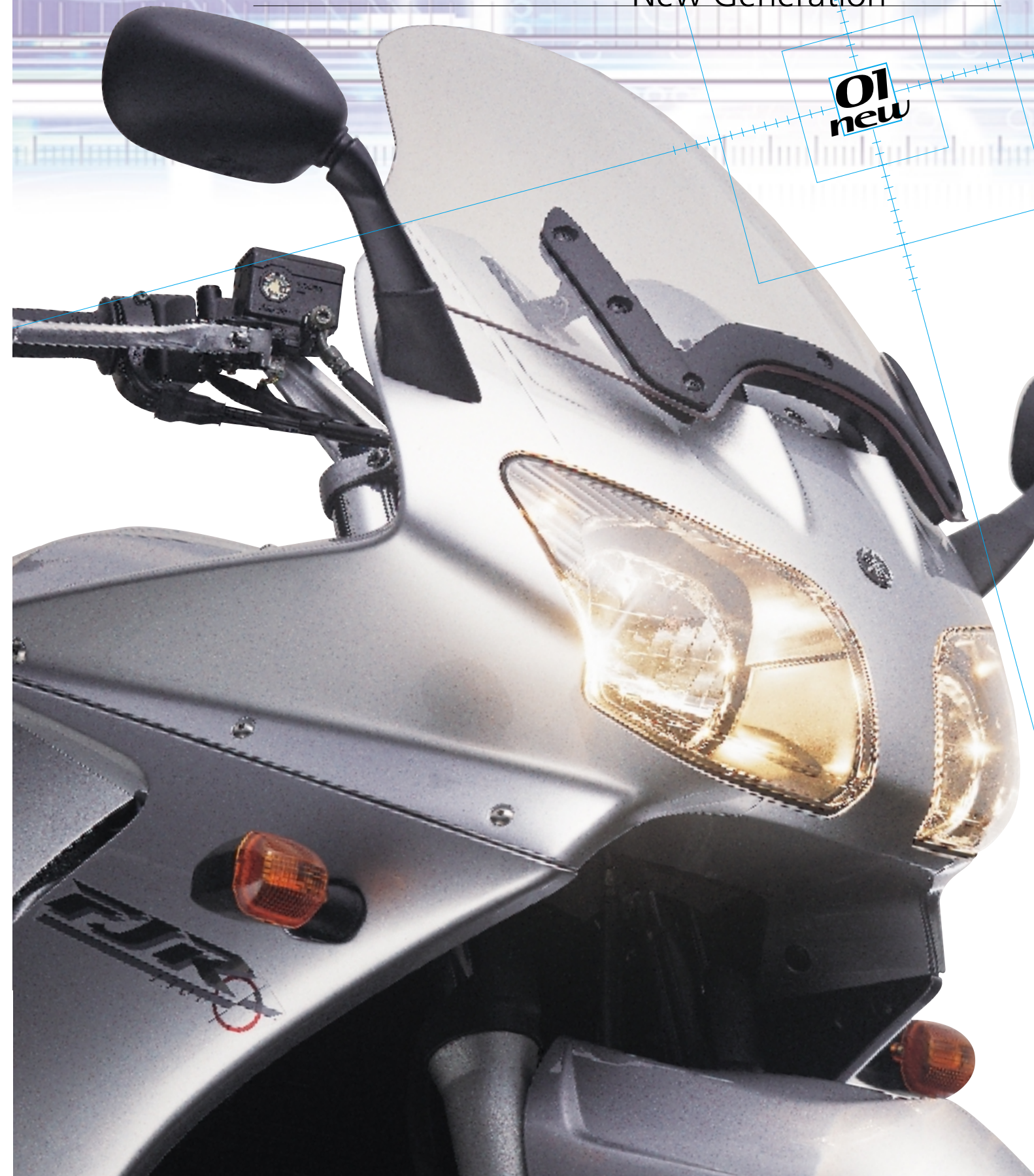
DPBMC (Dark Purplish Blue Metallic C)

Performance Tourer

Light and Fast

New Generation

01
new



DEALER

IMPORTER



YAMAHA MOTOR EUROPE N.V.
<http://yamaha-motor-europe.com>

3MC-0107023-01E

Printed on chlorine-free paper

The thrill of a sportbike. The comfort of a tourer.

You crave the performance of a sportbike, but cramped riding positions soon grow tiring. You love to tour, but the sedate performance of most touring bikes barely gets your blood pumping.

Enter the new FJR1300, a performance touring bike combining the high levels of engine and chassis performance of a sportbike with the luxurious comfort levels found on touring bikes.

It opens a new genre in riding: Performance Touring.

Powered by a newly designed, liquid-cooled, 1,300 cc. DOHC Four equipped with Electronic Fuel Injection, dual balancer shafts and plated cylinders, this compact engine delivers massive amounts of silky smooth power. Yet it is quite environmentally friendly, thanks to a 3-way catalyzer and Air Induction System.*

The secret to the FJR1300's sporty handling is an all-new cast aluminium frame and swingarm. Lightweight and very stiff, it delivers the brilliant handling qualities usually found only on sportbikes.

Soaking up the bumps are a massive 48 mm adjustable front fork and remotely adjustable single-shock rear suspension.

Touring features include an adjustable windscreen, dual headlights, a large-capacity fuel tank and a plush seat.

Let the FJR1300 introduce you to the exciting new world of performance touring.

* Meets EU2 emission standards

01
new



What's New

- * Stays for pannier cases allow easy mounting of travel luggage
- * Lightweight cast aluminium frame and swingarm
- * All-new ultra-compact tri-axis engine with Electroic Fuel Injection
- * Aerodynamic fairing with power-adjust windscreen



Power

All-new, liquid-cooled, 1,298cc, DOHC, in-line, 4-cylinder engine runs with plated aluminium cylinders. Shaft drive for quiet, clean power transfer, and Electronic Fuel Injection, Air Induction System and catalytic converter for clean emissions.



Front Fork/Brake

Preload and damping adjustable 48 mm front forks mount a pair of large-diameter disc brakes.



Rear Suspension/Brake

Remotely adjustable single shock rear suspension allows on-the-fly tuning. Cast rear swingarm mounts a responsive rear disc brake.



Instruments

Comprehensive instrumentation package provides you with all the information needed for long-distance performance touring.

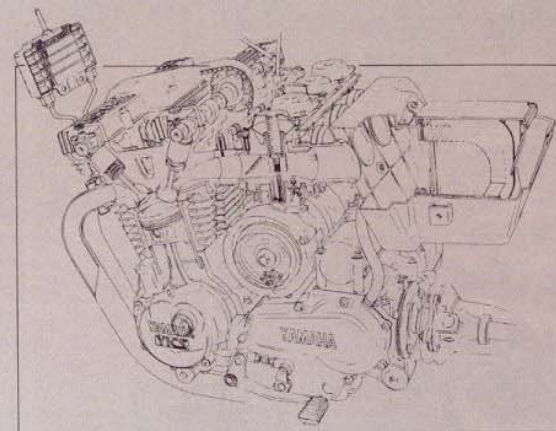
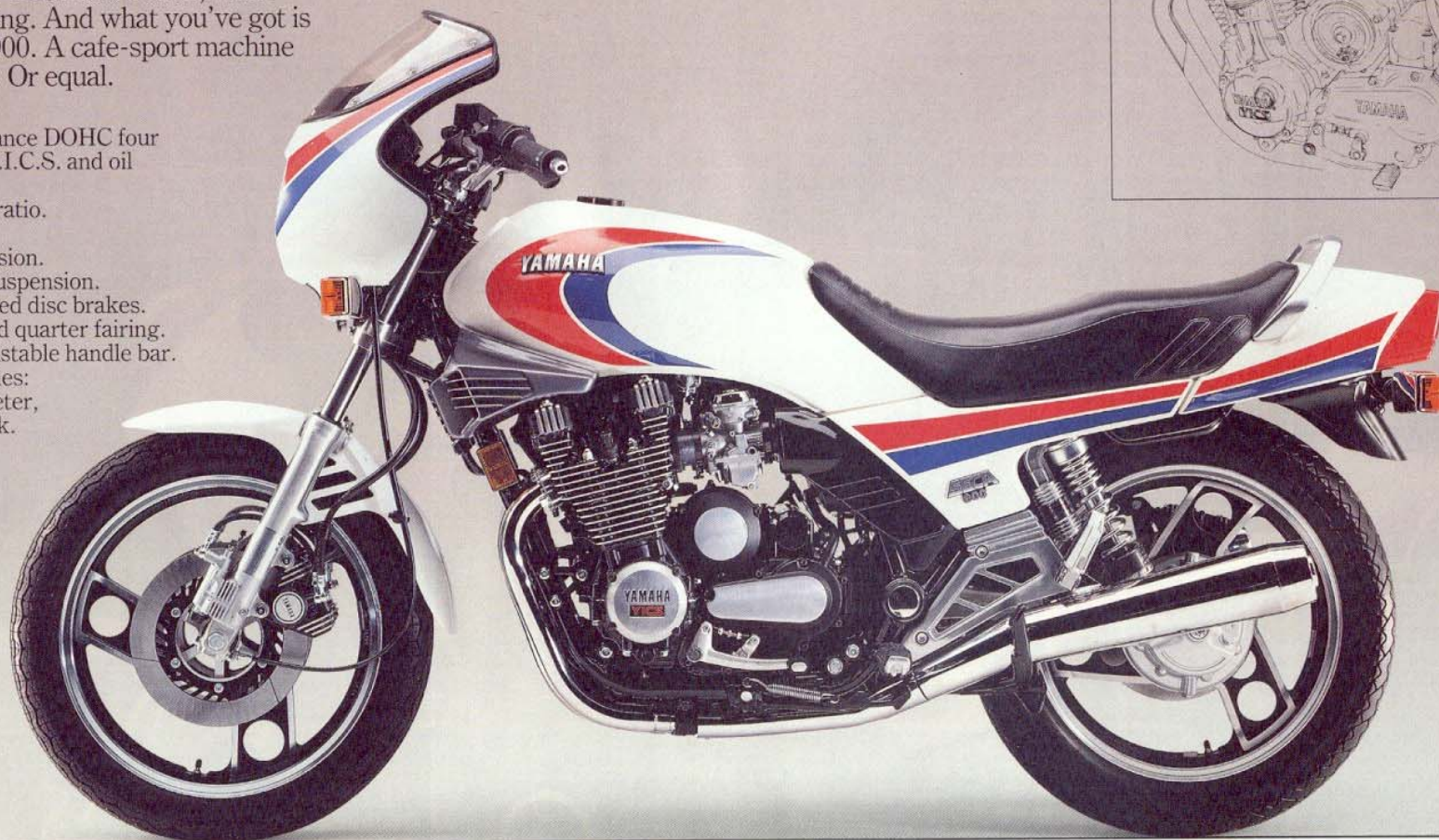


SECA 900



Take an ultra-narrow engine design with a fistful of quarter-mile records and wrap around it just about every performance and handling component ever devised by the fertile minds of Yamaha engineering. Then add a slick, wind-cheating quarter fairing. And what you've got is the brand-new Seca900. A cafe-sport machine without compromise. Or equal.

- Narrow, high performance DOHC four cylinder engine with Y.I.C.S. and oil cooler.
- High power to weight ratio.
- Shaft drive.
- Anti-dive front suspension.
- Fully adjustable rear suspension.
- Front and rear ventilated disc brakes.
- Aerodynamically styled quarter fairing.
- Forged aluminum adjustable handle bar.
- Instrumentation includes:
Speedometer, tachometer,
fuel gauge, digital clock.
- V-rated tires.



ENGINE

Type 4-Stroke, DOHC, Four
Displacement 853 cc
Bore & Stroke 67.0 x 60.5 mm
Compression Ratio 9.6 : 1
Maximum Torque 55.0 ft.-lbs.
(7.6 kg-m) @ 7,500 rpm
Carburetion Mikuni BS34, Four
Ignition Transistor Controlled
Starting Electric
Lubrication Wet Sump

Transmission 5-Speed
CHASSIS
Overall Length 86.6" (2,200 mm)
Overall Width 28.9" (735 mm)
Overall Height 48.8" (1,240 mm)
Wheelbase 58.3" (1,480 mm)
Seat Height 31.1" (790 mm)
Dry Weight 483 lbs. (219 kg)
Fuel Tank Capacity 4.8 Imp. gals. (22 l)
Oil Capacity 3.2 Imp. qts. (3.6 l)

Suspension

Front Air Adjustable Telescopic Fork
Rear Adjustable Damping

Brakes

Front Dual Ventilated Discs
Rear Single Ventilated Disc

Tires

Front 100/90V x 18
Rear 120/90V x 18

Coloring White

YAMAHA
THE WAY IT SHOULD BE.™

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

XJ900

YAMAHA





VMB (V-Max Blue)



SW (Silky White)

XJ900F TECHNISCHE DATEN

MOTOR

Bauart	luftgekühlter 4-Zylinder-4-Takt-Motor
Hubraum (ccm)	891
Ventilsteuerung	DOHC
Ventile	2 pro Zylinder
Bohrung x Hub (mm)	68,5 x 60,5
Verdichtung	9,6 : 1
Nennleistung	68 kW (92 PS) b. 9000/min
max. Drehmoment 75,5 Nm (7,7 mkp) b. 7000/min	
Vergasertyp	MIKUNI BS 36/4BB
Vergaserdurchmesser (mm)	36
Zündung	Transistor
Lichtmaschinenleistung (Watt)	220
Batterie	12 V / 14 Ah
Starter	Elektro
Kupplung	7-Lamellen-Ölbaddkupplung
Getriebe	5-Gang
Gangstufen	2,187/1,500/1,153/0,933/0,812
Primärübersetzung	1,672
Sekundärübersetzung	3,983
Sekundärtrieb	Kardan

FAHRWERK

Rahmenbauart ..	Doppelschleifen-Stahlrohrrahmen
Federung vorn	Telegabel
Federung hinten	Schwinge über 2 hydraulische Federbeine
Federweg vorn (mm)	140
Federweg hinten (mm)	100
Radstand (mm)	1480
Lenkkopfwinkel (Grad)	27°
Nachlauf (mm)	114
Bremse vorn	2 geschlitzte Scheiben 267 mm Durchmesser
Bremse hinten	1 innenbelüftete Scheibe 267 mm Durchmesser
Reifen vorn	100/90 V 18
Reifen hinten	120/90 V 18

Sicher Motorradfahren. Darum stets mit Helm, Schutzkleidung und ggfs. mit Schutzbrille fahren. Zeigen Sie faires und partnerschaftliches Verhalten im Straßenverkehr. Die technischen Daten und Ausführungen unterliegen ständigem technischen Fortschritt. Wir behalten uns vor, auch ohne besondere Nachricht Änderungen vorzunehmen. Weitere Informationen erhalten Sie bei Ihrem örtlichen YAMAHA-Händler.

ABMESSUNGEN UND GEWICHTE

Länge (mm)	2215
Breite (mm)	735
Höhe (mm)	1245
Sitzhöhe (mm)	790
Sitzbanklänge (mm)	670
Gewicht (kg)	242
zul. Gesamtgewicht (kg)	436
Tankinhalt (Liter)	22 (unverbleiter Normalkraftstoff)
davon Reserve	5
Höchstgeschwindigkeit (km/h)	über 200
Lieferbare Farben:	weiß/blau, schwarz

Stand: 8/91

Zweirad Schatten

Meisterbetrieb
YAMAHA-Vertragshändler



Zeppelinstr. 25 · 4170 Geldern · Tel. 0 28 31-9 81 91

ÖFFNUNGSZEITEN

Montag bis Freitag 8.30-18.00 Uhr

Samstag 9.30-12.30 Uhr

Pause von 12.30-13.30 Uhr

MITSUI MASCHINEN GMBH
YAMAHA DIVISION
Grünstraße 44, D-4005 Meerbusch I
Telefon (02132) 751-0, Telex 85 84 036

YAMAHA
YAMAHA MOTOR CO., LTD.
LIT-3MC-0107015-92E



YAMAHA XJ900F

Zuverlässig, leistungsstark und komfortabel

Konzipiert für den Tourenfahrer, der neben hohem Komfort auch Wert auf hohe Leistung legt. Die YAMAHA XJ900F bietet beides.

Die YAMAHA XJ900F gehört mittlerweile zu YAMAHA's Dauerbrennern. Sie wird bereits seit 1983 nahezu unverändert produziert und zeichnet sich durch ein hohes Maß an Modellkonstanz aus.

Der kraftvolle 891 ccm 4-Zylinder-4-Takt-DOHC-Reihenmotor besitzt zwei Ventile pro Zylinder und das YAMAHA Induction Control System (YICS). Das Fahrwerk mit verwindungsfestem Stahlrahmen, einstellbaren Federbeinen und die Verkleidung bieten dem Fahrer auch auf längeren Strecken maximalen Komfort.



DOHC Motor / YICS / Kardantrieb

Die XJ900F besitzt einen luftgekühlten DOHC Reihenmotor mit zwei Ventilen pro Zylinder und das YAMAHA Induction Control System (YICS), das mittels Nebeneinlaßkanälen dazu beiträgt, daß sich das Drehmoment im unteren bis mittleren Drehzahlbereich verbessert und den Kraftstoffverbrauch gleichzeitig in Grenzen hält. Die Kraftübertragung übernimmt ein wartungsarmer Kardantrieb.



Instrumentenkonsole

Wie Sie es von einem echten Tourer erwarten, ist hinter der Verkleidung eine übersichtlich gestaltete Instrumentierung angebracht. Sie umfaßt neben den üblichen Kontrolleuchten Tachometer, Drehzahlmesser, Kilometer- und Tageskilometerzähler sowie Benzinuhr und Digitalzeituhr.



XJ900



**MOTORRAD
KAUFMANN**
Prämienstr. 45-64 • 519 STOLBERG
Tel. 02402/24816

- Luftgekühlter 4-Zylinder 4-Takt-Reihenmotor mit zwei obenliegenden Nockenwellen • Schmales, leichtes und kompaktes Triebwerk • Auf 891 ccm vergrößerter Hubraum — daher mehr Drehmoment
- YAMAHA-Induction-Control-System (YICS) für bessere Leistungsentfaltung bei wirtschaftlichem Kraftstoffverbrauch • Wartungsfreier Kardantrieb • 3-Scheiben-Bremsanlage mit innenbelüfteten Bremsscheiben und Festsattelbremsen

BIG BIKE OHNE VIEL SCHNICK-SCHNACK: DIE YAMAHA XJ900.

Das moderne Motorrad der Gegenwart ist geprägt durch einen hohen technologischen Standard, was die Motoren, das Fahrwerk, die Aerodynamik und auch die Elektronik anbetrifft.

Es gibt jedoch auch Motorradfahrer, die auf diese technologischen Besonderheiten keinen Wert legen. Sie wünschen sich ein Motorrad mit einem souveränen Motor und einem excellenten Fahrwerk. Auf den letzten Stand der Technik bis ins kleinste Detail legen sie keinen Wert. Und das ist genau die Marktlücke, die die neue XJ900 ausfüllt.

Die XJ900 ist ein Hochleistungstourer mit durchaus sportlichen Charakter-Eigenschaften.

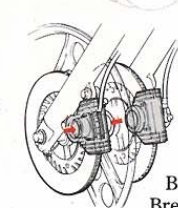
Gegenüber dem Vorjahresmodell wurde der Hubraum der neuen XJ900 auf 891 ccm erhöht, das Drehmoment konnte dadurch deutlich verbessert werden. In ihrer Hubraumklasse gehört die XJ900 nach wie vor zu den leistungstärksten Maschinen.

Das klassische Fahrwerkskonzept ermöglicht dem Fahrer, sein Motorrad im nachhinein seinen eigenen Vorstellungen entsprechend individuell zu gestalten.

Nicht zuletzt dank ihres Kardantriebs ist die XJ900 ein wartungsarmes leistungsstarkes Motorrad, bei dem auf technischen Schnick-Schnack ganz bewußt verzichtet wurde.



Mehr Drehmoment dank auf 891 ccm erhöhtem Hubraum. Wartungsfreier sportlicher Kardanantrieb.



Neu gestaltetes XJ900-Cockpit, bestehend aus klassischem Tachometer und Drehzahlmesser



Leistungsstarke 3-Scheiben-Bremsanlage mit innenbelüfteten Bremsscheiben und Festsattelbremsen.

TECHNISCHE DATEN	XJ900
Motor/Bauart	4-Zyl. 4-Takt, DOHC
Hubraum	891 ccm
Bohrung x Hub	68,5 x 60,5 mm
Zündung/Starter	Transistorgesteuert/Elektro
Kraftstofftank-Inhalt	22,0 Lit.
Getriebe	5-Gang
Gesamtlänge/Breite/Höhe	2.215/735/1.245 mm
Radstand	1.480 mm
Leergewicht	218 kg (trocken)
Bremsen (vorn-hinten)	Hydraulische Doppelscheibe-Scheibe
Reifengröße (vorn-hinten)	100/90-V18-120/90-V18

Änderungen vorbehalten.

Der im Vergleich zum Vorjahresmodell auf 891 ccm Hubraum vergrößerte Motor hat Vergaser mit einem größeren Querschnitt sowie eine überarbeitete Auspuffanlage. Ergebnis ist ein breiteres nutzbares Drehzahlband mit deutlich mehr Drehmoment im unteren bis mittleren Drehzahlbereich. Der Ölkühler gehört zur Standardausstattung.

Das YAMAHA-Induction-Control-System (YICS), ein System von Nebeneinlaßkanälen, verbessert den Wirkungsgrad des Motors und sorgt für einen wirtschaftlichen Kraftstoffverbrauch.

Die Telegabel ist dank einer Aluminium-Gabelbrücke sehr verwindungsfest.

Anerkanntermaßen gute Verzögerungswerte liefert die 3-Scheiben-Bremsanlage mit ihren innenbelüfteten Bremsscheiben, den Festsattelbremsen sowie sintermetallischen Bremsklötzen.

Das Cockpit der neuen XJ900 wurde klassisch und einfach gestaltet und besteht aus Tachometer und Drehzahlmesser sowie den üblichen Kontrollleuchten für die wichtigsten Funktionen des Motorrads.

Der niedrige schmale Lenker ermöglicht dem Fahrer eine komfortable sportliche Sitzposition. Die Lenkerenden besitzen vibrationsabsorbierende Ausgleichsgewichte.

Die Sitzbank der XJ900 ist niedrig und sehr komfortabel, sie schließt sich harmonisch an den 22 Liter-Kraftstofftank an. Die Kombination von großem Kraftstofftank-Volumen und komfortabler Ausstattung machen die XJ900 zu einem excellenten schnellen Tourer für zwei Personen.

Die hinteren Gasdruckstoßdämpfer können in der Federvorspannung eingestellt werden und besitzen einen Ausgleichsbehälter.

Der Sekundärtrieb erfolgt bei der XJ900 über einen lastwechsel- und wartungsfreien Kardantrieb.



Der Doppelschleifenrahmen besteht aus extrem zugfestem Stahlrohr. Das klassische Fahrwerkskonzept mit zwei Federbeinen hinten erleichtert die individuelle Ausrüstung des Motorrads.



LIT-3MC-0107821-85G 59.09 x 43D1

Ready for anything, 365 days a year

You need a touring machine that's capable of covering serious distances with a passenger and luggage. But you also want a sports motorcycle designed for weekend riding as well as general running around.

And naturally, your ideal bike has also got to be fun to ride and easy to maintain.

In short, you want it all. And with the latest XJ900S Diversion that is exactly what you're going to get!

Driven by an ultra-reliable 4-cylinder air-cooled 900 cc engine, the Diversion delivers plenty of smooth power over a wide rpm range for strong performance – whether

you're crossing a continent or out on a Sunday morning sports ride.

Heavy-duty front forks, Monocross rear suspension and a sturdy double-cradle frame all add up to confident roadholding – while the efficient half-fairing ensures superior high-speed comfort.

And to complete this unique package, Yamaha's legendary all-rounder comes fitted with triple disc brakes, a long-distance 24-litre fuel tank and

low-maintenance shaft drive.

Yamaha XJ900S Diversion. Built to ride!



Aerodynamic bodywork

For first-class rider and passenger comfort on long journeys the Diversion 900 comes equipped with an aerodynamically-efficient half-fairing and specially-designed louvred screen for reduced upper-body turbulence.



Comprehensive instrumentation

Like the rest of the machine, the Diversion's instrumentation is both functional and stylish, and features an easy-to-read speedometer, tripmeter, tachometer and useful digital clock.



High-rigidity double-cradle frame

Manufactured from large-diameter thin-walled tubing, the twin-loop double-cradle frame is light and also extremely rigid – two qualities that make for exceptional all-round handling performance.



Sturdy front forks/Dual front discs

Adjustable front forks offer plenty of smooth suspension travel and are equipped with large-diameter tubes for optimal chassis rigidity – while dual large-diameter front discs deliver efficient stopping performance.



Monocross adjustable rear suspension/shaft drive

Operated by a flex-resistant swinging arm, the adjustable Monocross rear suspension system delivers smooth roadholding with superb comfort. And for clean and quiet operation, the XJ900S features a low-maintenance shaft drive.



XJ900S Diversion TECHNICAL SPECIFICATION

ENGINE

Type Air-cooled, 4-stroke, DOHC,
forward inclined parallel 4-cylinder

Displacement 892 cc

Bore and stroke 68.5 x 60.5 mm

Compression ratio 10 : 1

Max. power 65.8 kW (89 HP) @ 8,250 rpm

Max. torque 83.5 Nm (8.5 kg-m) @ 7,000 rpm

Lubrication Wet sump

Carburation Mikuni BDSR34/4

Clutch type Wet, multiple-disc

Ignition TCI (digital)

Starter system Electric

Fuel tank capacity 24 litres

Oil tank capacity 4.4 litres

Transmission Constant mesh, 5-speed

Final transmission Shaft

CHASSIS

Overall length 2,230 mm

Overall width 750 mm

Overall height 1,300 mm

Seat height 795 mm

Wheelbase 1,505 mm

Min. ground clearance 130 mm

Dry weight 239 kg

Front suspension Telescopic fork

Front wheel travel 140 mm

Rear suspension Swinging arm
(Link suspension)

Rear wheel travel 110 mm

Front brake Dual disc, Ø 320 mm

Rear brake Single disc, Ø 267 mm

Front tyre 120/70-17 58V

Rear tyre 150/70-17 69V

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Optional Features



Large-capacity touring luggage
Lockable touring luggage allows you to carry plenty of spare clothing and other equipment for touring, and is available in 34 litre and 46 litre options.



Engine guards
Manufactured from heavy-duty steel tubing, the Diversion engine guards help keep your bike in top condition.



Tank bag
Equipped with a clear pocket for easy map reading, Yamaha's magnetically-mounted tank bag is the convenient way to carry smaller items.



U-lock storage space
With its specially-designed under-seat storage area, carrying a U-lock is never a problem on the XJ900S.



XJ900S Diversion



DCM8 (Dark Cyan Metallic 8)



BL2 (Black 2)



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