



FJ1200





TOTAL PERFORMANCE, TIMELESS STYLE. MASTER OF ANY ROAD!

Yamaha's FJ1200 sports-tourer. A motorcycle which was a success from the very first press release and which had stayed at the top of its class ever since.

The reasons for its success? Total performance and touring comfort plus timeless styling and quality which guarantees that it won't be out of favour at the first shift in the winds of fashion.

First introduced as an 1100 in 1984, the FJ immediately won "Machine of The Year" awards in magazines around the world.

Since then, it has needed no major changes. A boost in capacity to spread the mid-range power even wider brought it up to 1200 cc's. Otherwise its simply been refined each year for style and comfort.

The latest FJ1200 has improvements that centre on handling and increased comfort for both rider and passenger, essential qualities for today's high-speed, long distance sports-tourers.

A bigger, head fairing gives the rider more protection. And so carefully were its aerodynamics calculated that it also delivers an increase in speed! Usually, a larger frontal area means more rider protection but less speed. Thank the FJ1200 designers for giving you the best of both worlds!

Last year there were also new wheels and brakes, a seat re-design that will particularly please your passenger, an electric fuel pump, and a new

digitally, controlled ignition system which makes the engine even stronger and smoother.

Few changes, but significant ones in making sure that the Yamaha FJ1200 maintains its reputation as the most complete sports-tourer. Master of any road! A major reason for the success of the Yamaha FJ1200 is that it is actually both sophisticated **and** simple. Which isn't such a contradiction in terms as it sounds. The FJ1200 is sophisticated in its design specification so that it can produce the kind of performance and handling that the sporting rider requires. Plus it's simple in the engineering execution of that basic design so that it can

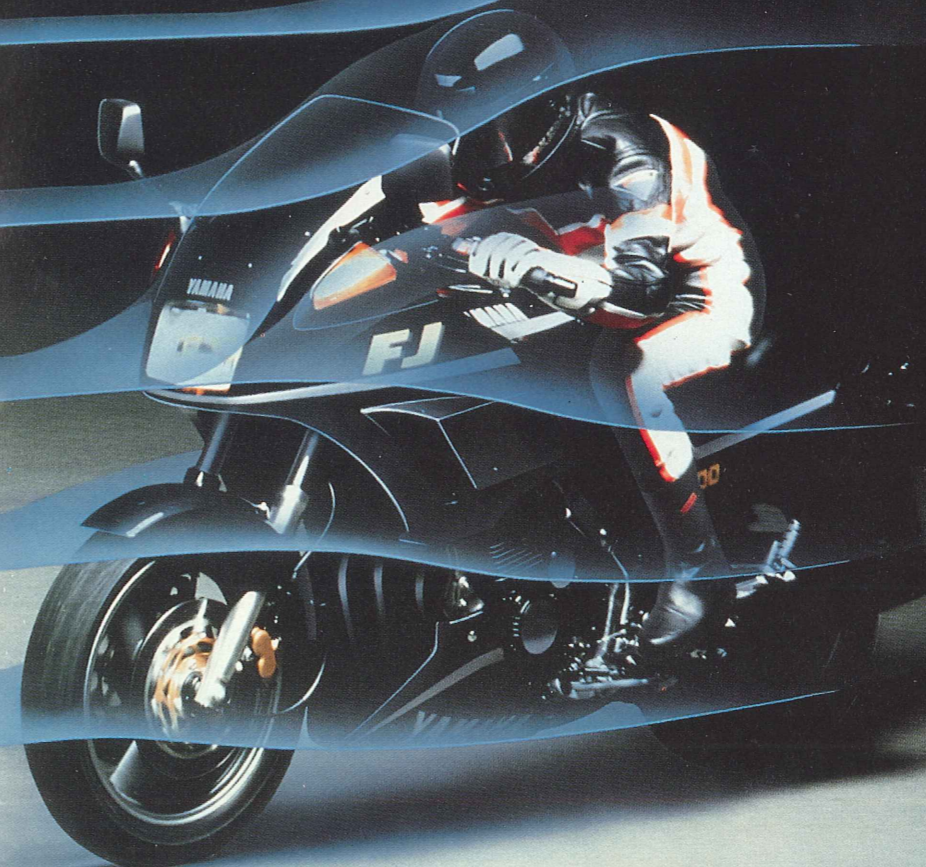
guarantee the kind of durability that the touring rider demands.

That's what has made it one of the world's most successful sports-touring motorcycles. A bike that can genuinely do two jobs and do both of them superbly! The Yamaha FJ1200 will run with anything on the road apart from the "pure sports" race replica's. And when you start bringing high mileages into the equation, it won't be far behind anything on two wheels point to point. That's because we've built in high-reliability, low-maintenance factors and a comfort-quotient that will keep the FJ1200 rider rolling while others will be stopped at the

roadside for rest or repair!

Let's get back to that sophisticated design specification and have a closer look at how Yamaha's engineers have turned it into engineering reality with the minimum of complication.

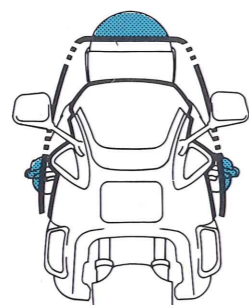




Inter-City Express!

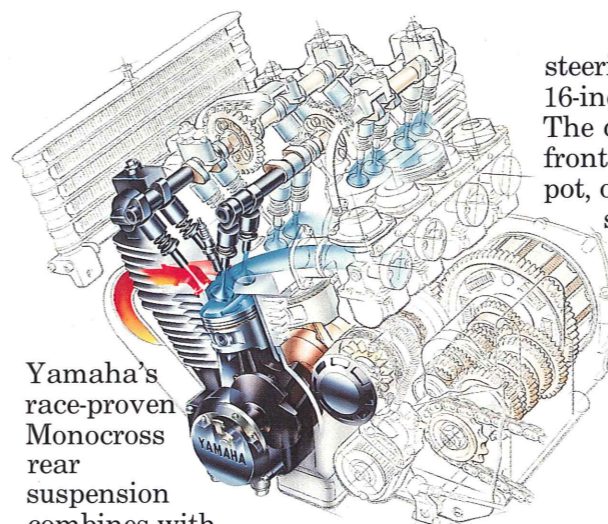
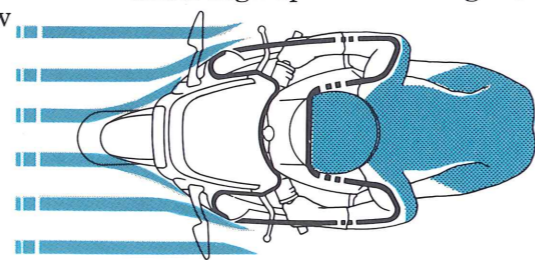
The Yamaha FJ1200 is the "high-speed train" of the motorcycle world. There's very little that offers quicker travel door-to-door! Reason for this is the 1188cc four-cylinder, four-stroke engine that pulls like a train from zero to maximum velocity and which has such a wide spread of torque that gearshifting is almost forgotten once you reach cruising speeds. Any speed can become passing speed, simply by winding open the throttle and letting the massive mid-range power act like an automatic transmission! The double overhead camshaft engine is evidence of our "sophisticated but simple" philosophy. It began life as an air-cooled unit and has stayed that way because the extra costs and complication of liquid-cooling are simply not needed for the FJ1200. Despite the awesome performance, the motor is working well within its limits. The same goes for the cylinder head. Yamaha's five valve per cylinder, cylinder head technology is the most-advanced in motorcycling. But on the FJ1200, we have stayed

with four valves per cylinder because that's all it needs to do its particular job as well as anything on the road. There's always a good case for not changing a winning formula and the FJ1200 engine illustrates that thinking perfectly. No other motor does the sports-touring business any better. So why change for the sake of it? The only alteration that's been made to the new FJ1200's engine is in the ignition system, where we've taken advantage of new electronics technology to introduce digital control of the automatic timing advance/retard system. This significantly improves the precision of the ignition timing, giving improved performance.



Safety At Speed!

On a machine that is as fast and which will be ridden as far as the FJ1200, as much "built-in safety" as possible is always desirable. Which is why our designers and engineers have paid particular attention to the chassis, suspension and braking systems. The lateral frame chassis, with its "wrap-around" tubes at the steering head, features high laterally-rigidity to eliminate flex under high-speed cornering loads.

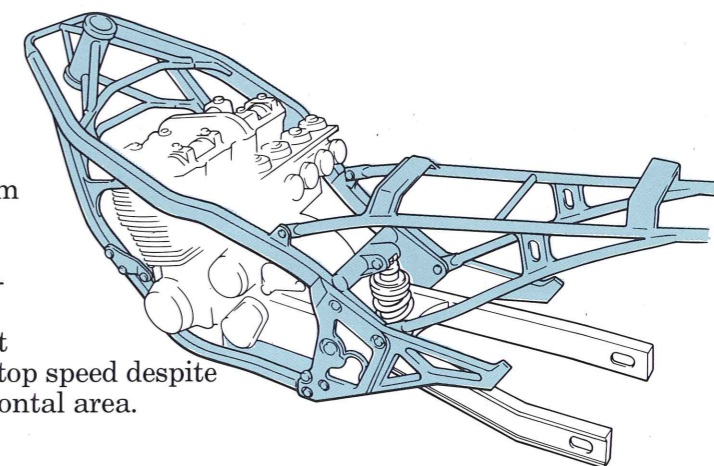


Yamaha's race-proven Monocross rear suspension combines with short and immensely-strong front forks that utilise massive 41mm stanchions. And the whole bike is so well-balanced that we've been able to simplify the suspension by leaving off the complex anti-dive mechanism this year. Wheels and brakes are also obvious contributors to built-in safety and the FJ1200 has upgrades in both areas. The front and rear wheels are now the same triple hollow-spoke design as on our FZR1000 "racer replica" rocketship! Plus the move to a 17-inch diameter at the front improves

steering reaction over the old 16-inch wheel. The dual 298mm floating-type front disc brakes, with their four-pot, opposed-piston calipers, significantly improve braking performance over the previous 282mm, twin-pot units.

The Comfort Zone

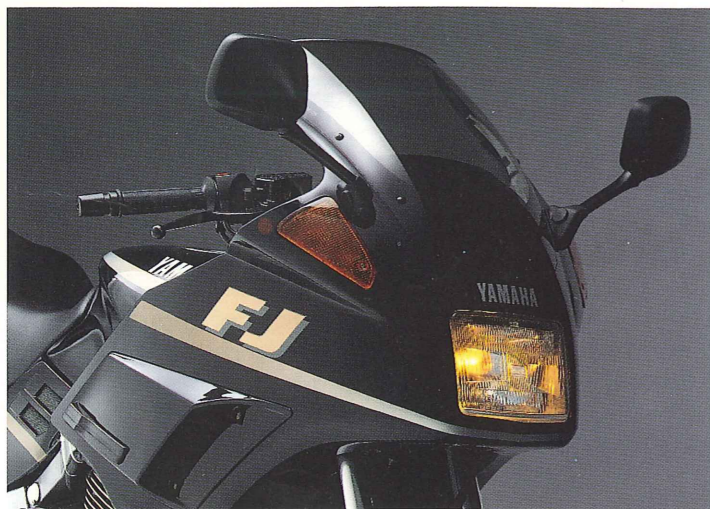
Possibly the most important factor in long-distance touring is in the comfort zone. Both rider and passenger get the first-class treatment from the FJ1200. The fairing is 50mm taller and 60mm wider than before, which assures reduced rider fatigue on long-distance, high-speed runs by directing the airflow away from the head and shoulders. So aerodynamically-efficient is the streamlining that there's a gain in top speed despite the increase in frontal area.



Passenger comfort is enhanced by a re-designed seat pad that will enable them to stay in position better under heavy braking, plus rubber-mounted footrest brackets to reduce vibration.

Maintaining The Advantage

It's always difficult to improve on one of the best but we always will. By using new technology and engineering as it becomes available, Yamaha will always maintain the advantage that the FJ1200 offers those riders who like to use their machines as the mood takes them. Sportster or tourer, the Yamaha FJ1200 will always offer the best of both worlds.



The head fairing is 50mm taller and 60mm wider than previous model. It gives added rider protection against wind to cut down fatigue and actually improves top speed!



Fairing "cockpit" contains comprehensive instrumentation. Speedometer, rev-counter, large fuel gauge and a digital clock. Carburettor choke control is also conveniently positioned there.



The 22-litre fuel tank has a flush-fitting, aircraft-type filler cap. This permits a flat upper surface to the tank which touring riders will be able to utilise for mounting a tanktop bag.



The tail cowl has separate grab-bars on each side, which allows a flat surface on top. Combined with the lip of the rear spoiler, this provides a secure location for soft luggage.



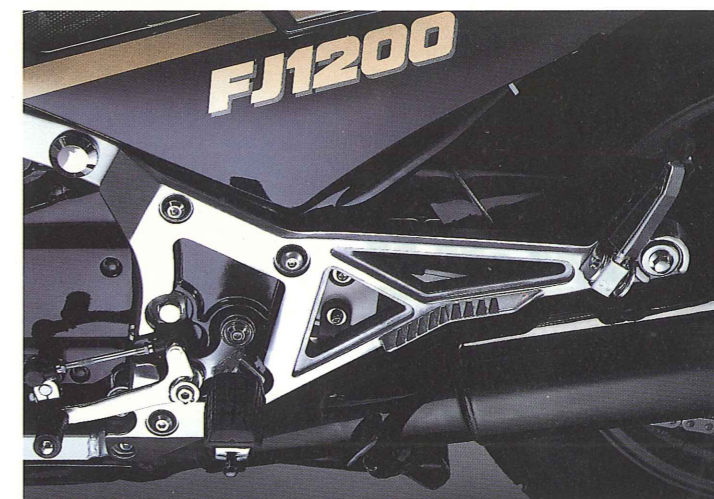
Front wheel and brakes feature dual 298mm floating-type discs with four-pot opposed-piston calipers, mounted to 17-inch, triple hollow-spoke, racing-type wheel.



Touring riders will appreciate the provision of an electric fuel reserve switch, located within the fairing cockpit for easy operation. It provides that vital "safety margin" between fuel stops.



The deeply-padded, seat has been re-designed so that its rear section is flatter. This locates the passenger more firmly under heavy braking.



More consideration for passenger comfort is shown by the rubber-mounted footrests that will reduce vibration. An important anti-fatigue factor on a long trip.

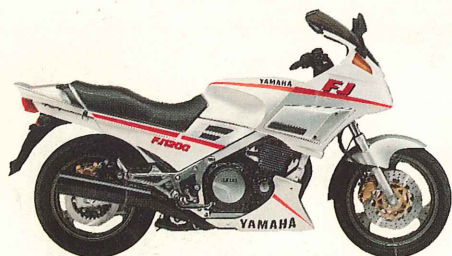
TECHNICAL SPECIFICATIONS

Engine

Type ... Air-cooled, 4 valves per cylinder, DOHC,
parallel 4-cylinder, 4-stroke
Displacement 1188 cc
Bore & stroke 77.0 x 63.8 mm
Compression ratio 9.7 : 1
Max. power 130 PS (96kW)/9000 rpm
Max. torque 11 kg.m/7500 rpm
Lubrication Wet sump
Carburation 4 x BS36 Mikuni
Ignition Digital T.C.I.
Starter system Electric
Fuel tank capacity 22 L
Oil capacity 4.2 L
Transmission 5-speed
Final drive Chain

Chassis

Overall length 2230 mm
Overall width 775 mm
Overall height 1245 mm
Seat height 780 mm
Wheelbase 1490 mm
Min. ground clearance 140 mm
Dry weight 238 kg
Suspension Front Telescopic forks
Suspension Rear Monocross
Brakes Front Twin Ø 298 mm discs
Brakes Rear Single Ø 282 mm disc
Tyres Front 120/70 V17-V250
Tyres Rear 150/80 V16-V250



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. Always wear a helmet and eye protection.

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