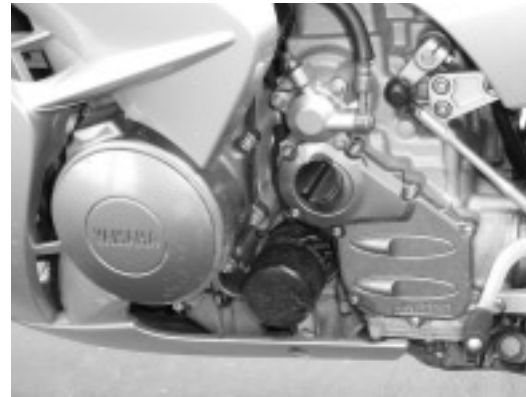


The FJR, with the best suspension and handling, lightest weight, most power and most controllable brakes at the lowest price, is hard to beat. It's great fun to ride and very comfortable for the rider, although passengers were divided on the rear seat. The windshield, a bit of vibration and engine whine were our worst nitpicking pans.



Left: All instrumentation is large and easy to read. The oversized LCD readouts on the right side were especially appreciated, as they can also be read at a glance: Clock, fuel level, engine temp., two tripmeters, odometer, plus diagnostic displays. It's a model of a well-organized dash. Note the big turn signal indicators at the top—you can't miss them.



Above: Routine oil changes are simplified by the side-mounted filter, and do-it-yourselfers will be pleased that the gas tank is hinged at the rear to stand up for access, that the fuel line has a quick-release and valve adjustment intervals are a long 26,000 miles apart.

Below: The FJR's pilot seating is equal to the best you'll find. The softer passenger seat is a close fit to the rider and its raised rear edge drew some complaints for pressing on the pillion's tailbone. The hard bags are standard equipment, nicely integrated into the machine but somewhat difficult to close. They are generously sized, hold a full-face helmet each and passed the hose test without a drop inside. The mounting holes can be covered with snap-in caps when they're not in use.



Left: This lever above the rider's left footpeg quickly changes between solo and two-up settings. Although we tend to favor more adjustability, it's quick and easy. The FJR's suspension is excellent for both rider and passenger.



Right: Yamaha's monoblock calipers have distinctive blue screw-in bore plugs. Their one-piece design reduces flex caused by high hydraulic pressures (which can approach 1000 psi) compared to bolted-up calipers. The FJR uses the same front brakes as the R1 (with smallish 298mm discs) and provides the same sensitive feedback. But, slowing the much heavier FJR, they don't have quite the same sensation of power.



TESTERS' LOG

In the real world, if I had to buy one, I suppose it would be the ST1300. Though the FJR is actually stronger, less expensive, and handles better in the tight stuff, I prefer the ST's long-haul comfort, wind protection and ABS brakes. If my preferences ran more to sport than touring, I could easily see choosing the FJR over the ST. And the truth be told, I don't think anyone who buys either of these two bikes is going to be at all disappointed.

But the BMW is another story. Though I thoroughly enjoy riding it, I demand adequate packing space and touring range from my mounts, and the GT falls woefully short in both areas. Pity—it sure is a great-looking bike. —Fred Rau

I'm usually one to ride my own motorcycle, but when the opportunity to take a 3-day ride to some beautiful country was offered,

I relented to become the token passenger. It was almost nice being able to just sightsee and not have to worry about operating a bike.

Overall, I thought the ST1300 offered more comfort to the passenger for longer trips. The ST's seat was the roomiest, which allowed me to change positions easily. The FJR's upsloping rear seat pressed painfully into my tailbone after many miles, and it also pushed me toward the rider for a too-cozy proximity (unless the passenger is really into wrapping arms around the rider). The FJR's seat-to-rear peg geometry is much tighter than the other two bikes, making the seating position more like that of a sport bike. The BMW K12GT's passenger seat contour kept me from sliding forward during heavy braking. I liked that. But, it was difficult to enjoy that cool contour because its suspension was so

2003 Yamaha FJR1300

SPECIFICATIONS AND PERFORMANCE DATA

ENGINE

Type:liquid-cooled, inline four
Valvetrain:DOHC, 4 valves per cyl.,
adjusting shims under buckets
Size:1298cc
Bore/stroke:79.0mm x 66.2mm
Comp. ratio:10.8:1
Fueling: Mitsubishi EFI with TPS
40mm x 4
Exhaust:4-2-1-2

DRIVE TRAIN

Transmission:5-speed
Final drive:shaft
RPM @ 65 mph/redline3700/9000

DIMENSIONS

Wheelbase:59.6"
Rake/trail26.0°/4.29"
Ground clearance:5.2"
Seat height:31.1"
GVWR:1047 lbs.
Wet weight:637 lbs.
Carrying capacity:410 lbs.

SUSPENSION

Front:48mm Soqi cartridge forks,
adj. preload, comp. and reb. damping,
5.31" travel
Rear:link-type monoshock 2- position
preload, and adj. reb. damping,
4.92" travel

BRAKES

Front:dual 298 x 5.0mm discs,
four-piston, double-action calipers
Rear:282 x 6.0mm disc,
twin-piston, double-action caliper

TIRES & WHEELS

Front:120/70ZR17 Metzeler
MEZ4 on 3.50" x 17" wheel
Rear:180/55ZR17 Metzeler
MEZ4 on 5.50" x 17" wheel

ELECTRICS

Battery:12V, 14AH
Ignition:digital-mapped with
throttle position sensor
Headlight:55/60W x 2

FUEL

Tank capacity:6.6 gal.
High/low/avg. mpg:45.7/34.4/39.5

CycleStats™

PERFORMANCE

Measured top speed152.6 mph
(w/out hard bags, 148.9 mph w/bags)
0-1/4 mile10.68 sec.
@ 126.28 mph
0-60 mph2.97 sec.
0-100 mph6.84 sec.
60-0 mph117.8'
Power to Weight Ratio1:5.28
Speed @ 65 mph indicated62.5

M/C RATING SYSTEM

EXCELLENT
VERY GOOD
GOOD
FAIR
POOR

Sport-touring

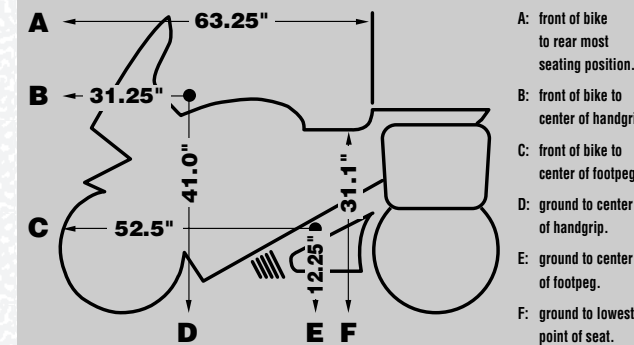
Engine ●●●●●
Transmission ●●●●○
Suspension ●●●●●
Brakes ●●●●○
Handling ●●●●●
Styling ●●●●●
Riding Impression ●●●●●
Instruments/Controls ●●●●●
Attention to Detail ●●●●●
Value ●●●●●

OVERALL RATING

●●●●●



ERGONOMICS TEMPLATE



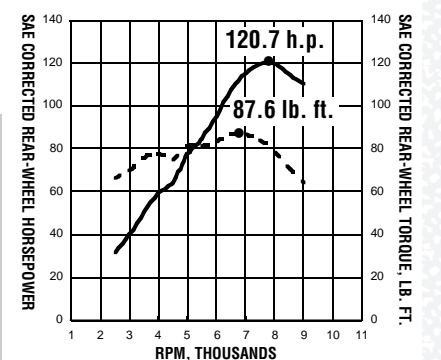
MISCELLANEOUS

Instruments:analog speedo, tach,
digital odometer, two tripmeters,
clock, coolant temp., fuel gauge
Indicators: hi-beam, t/s, neutral,
oil level, ECU malfunction
MSRP:\$11,499
Valve adj. interval:26,600 mi.
Warranty:12 mo., unlimited miles
Colors:liquid silver

DYNAMOMETER DATA

Low end ●●●●○
Mid-range ●●●●●
Top end ●●●●○

Built from the ground up to be a perfect sport-touring engine, the FJR's 1298cc four succeeds. Its smoothness and power make it friendly for 600-mile days in the saddle and its design helps to enable handling that makes it a delight to ride.



TEST NOTES

PICKS

- Great engine with enormous fuel range
- The seating is a work of art, Yamaha's best-ever
- Wonderful suspension and handling

PANS

- The windshield creates too much turbulence at max height
- The lack of rear braking power can get you in trouble
- Not enough for everybody that will want one...drat!

STANDARD MAINTENANCE

Item	Time	Parts	Labor
Oil & Filter	0.25	\$13 + \$12	\$15.00
Air Filter	0.25	\$30	\$15.00
Valve Adjust	3.0	\$80	\$180.00
Battery Access	0.25	MF	\$15.00
Final Drive	0.2		\$12.00
R/R Rear Whl.	0.5		\$30.00
Change Plugs	1.0	\$16	\$60.00
Synch EFI	0.7		\$42.00
Totals	6.15	\$151.00	\$369.00

Note: Parts & labor charges are approximate, not available at press time.