

ENGINE FJ1200
 Type 4-Stroke, DOHC,
 4-Valve, Four
 Displacement 1,188 cc
 Bore and Stroke 77.0 x 63.8 mm
 Compression Ratio 9.7 : 1
 Maximum Torque 10.4 kg-m
 (75.2 ft.-lbs.) @ 7,500 rpm
 Carburetion Four Mikuni BS36
 Ignition Transistor Controlled
 Starting Electric
 Lubrication Wet Sump
 Oil Capacity 3.7 (3.7 Imp. qt.)
 Transmission 5-Speed

CHASSIS
 Overall Length 2,230 mm (87.8")
 Overall Width 775 mm (30.5")
 Overall Height 1,200 mm (47.2")
 Wheelbase 1,490 mm (58.7")
 Ground Clearance 119 mm (3.5")
 Seat Height 780 mm (30.7")
 Dry Weight 235 kg (518 lbs.)
 Fuel Tank Capacity 22.0 l
 (4.8 Imp. gal.)

Suspension
 Front Telescopic Fork
 Rear Swingarm with Monoshock
 Brakes
 Front Dual Disc
 Rear Single Disc
 Tires
 Front 120/80-V16
 Rear 150/80-V16
 Coloring Sable White

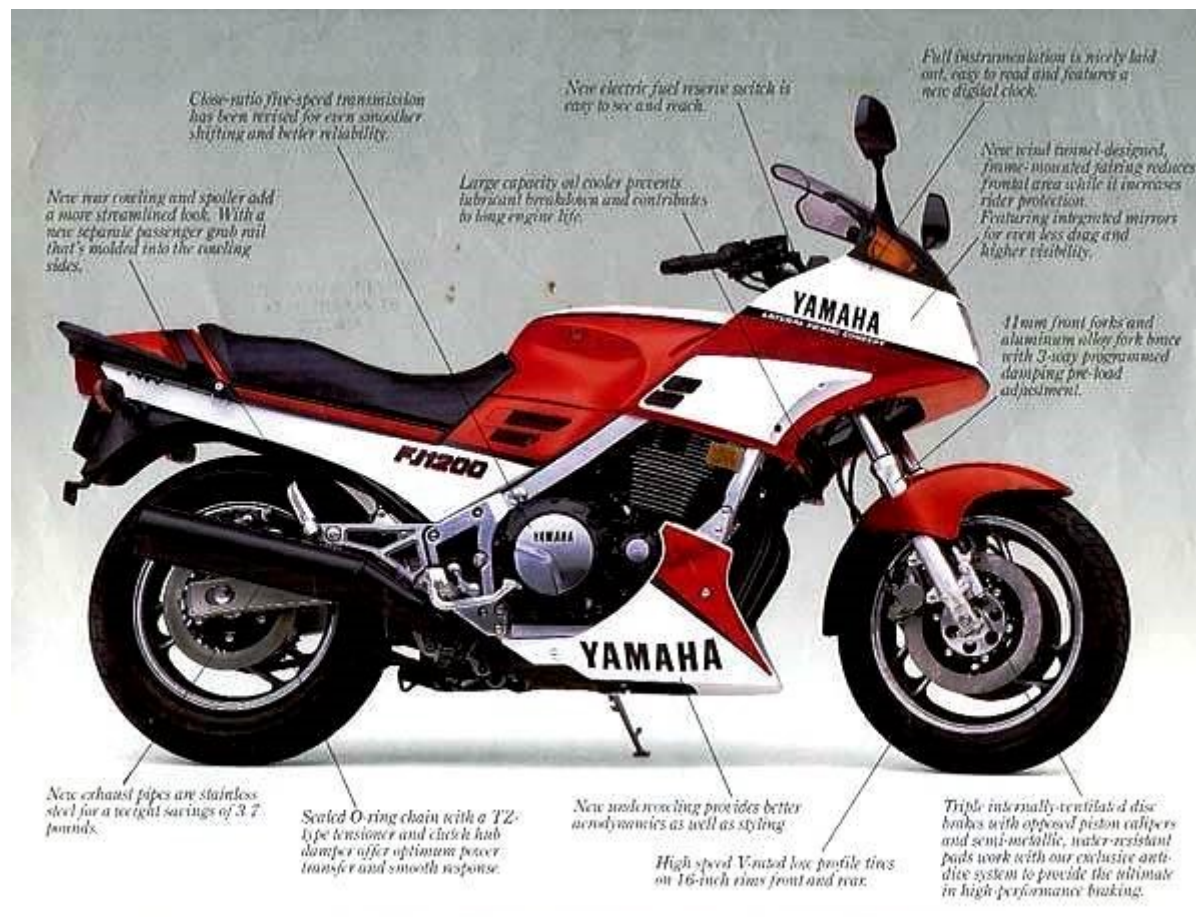
*Always wear a helmet and eye protection. Riders are responsible for their own safety.
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 For further details, please consult your Yamaha dealer.*

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ENGINE

With twin cams that directly operate four valves per cylinder, the new, larger 1188cc in-line four engine delivers more power per pound than any production superbike ever. The FJ1200 continues the Yamaha tradition of narrow, compact, lightweight engines that optimize handling and provide generous ground clearance for cornering. Lubrication comes courtesy of two double-trochoid oil pumps, one for the engine, the other for the oil cooler.



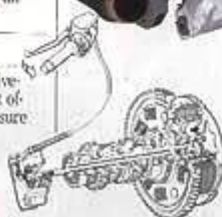
FRAME

Based on our celebrated road-racing technology, this Lateral Concept Frame utilizes two widely spaced loops in place of an upper tube. They wrap around the engine and connect in front of the steering head, cradling the powerplant deep and low within the frame for a low center of gravity. The rear suspension is tied firmly behind the engine and the steering

head is completely surrounded by a rigid, tubular truss structure. All the major points are solidly integrated for incredibly precise geometry and unmatched handling.

CLUTCH

We used a high-quality, automotive-type diaphragm clutch because it offers more constant, uniform pressure than ordinary spring units.



MONOSHOCK

A specially engineered version of our already proven rising rate Monoshock rear suspension is utilized to accommodate the FJ1200's tremendous power and unique design.

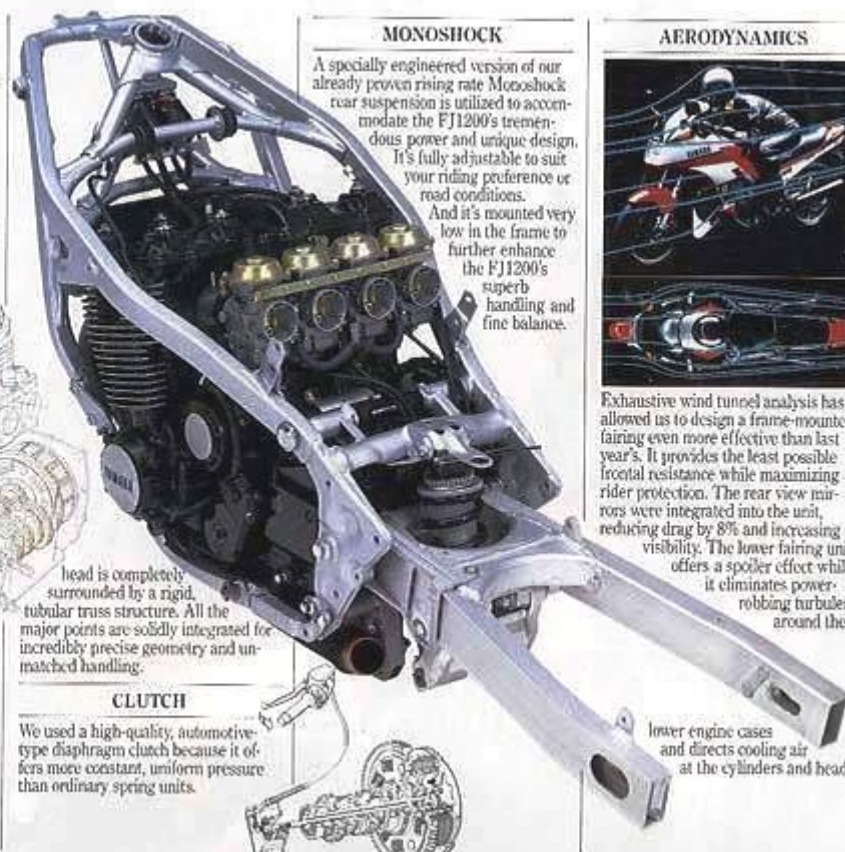
It's fully adjustable to suit your riding preference or road conditions. And it's mounted very low in the frame to further enhance the FJ1200's superb handling and fine balance.

AERODYNAMICS



Exhaustive wind tunnel analysis has allowed us to design a frame-mounted fairing even more effective than last year's. It provides the least possible frontal resistance while maximizing rider protection. The rear view mirrors were integrated into the unit, reducing drag by 8% and increasing visibility. The lower fairing unit offers a spoiler effect while it eliminates power-robbing turbulence around the

lower engine cases and directs cooling air at the cylinders and head.



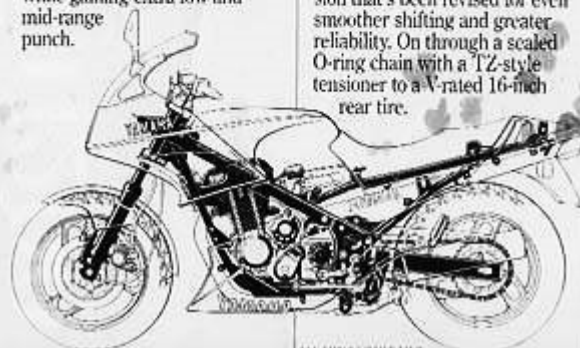
The FJ1200. My how it's grown.

Since we built the first FJ1100 several years ago, nothing in its class has out-accelerated it. Or out-handled it. Or out-lasted it.

Accomplishments duly noted and applauded by the motorcycling press, which has designated the FJ1100 the category leader for two years running.

This year, we've taken steps to ensure that this situation gets even better.

The first of which was adding 91cc to the already brawny engine. A change which allows this deceptively straightforward air-cooled in-line four to hold on to its awesome peak power while gaining extra low and mid-range punch.



It breathes through 16 valves, operated directly by the camshaft lobes for maximum efficiency and reliability. It's fed by four 36mm carbs. And lubricated by a sophisticated system that utilizes double-trochoid oil pump and a high-performance oil cooler.

Which helps explain why the FJ1200's engine produces more horsepower-per-pound than any superbike in history. But it's also the narrowest, lightest and most compact powerplant in its class. So it accommodates lean angles up to a mind boggling 52°.

It sends its power through a close-ratio five-speed transmission that's been revised for even smoother shifting and greater reliability. On through a scaled O-ring chain with a TZ-style tensioner to a V-rated 16-inch rear tire.

To make the FJ1200 even faster, we turned our attention to the fairing and undercowl. Scrapping them for a new design that reduces frontal area drag while increasing rider protection. We even integrated the rear view mirrors into the fairing, trimming drag by 8% and increasing visibility.

This aerodynamic marvel is mounted directly to an equally marvelous frame. Based on our legendary road-racing machinery, it offers handling so precise, you'd swear you were on a one-off factory F-1 racer.

Up front, a pair of massive 41mm air-adjustable forks with an aluminum alloy brace and a 3-way programmed damping pre-load adjustment provide taut, flex-free performance.

In the rear, our justly famous Monoshock suspension system holds the rubber firmly to the asphalt. Remaining supple over small irregularities and automatically stiffening as the potholes and bumps get bigger. Its remote linkage makes pre-load adjustments a snap. And new needle roller bearing pivots provide even smoother response than ever.

Three internally-ventilated hydraulic disc brakes are ready to haul down the FJ1200. Each with opposed piston calipers and semi-metallic, water-resistant pads.

When you use them, you won't get the nose-dive that robs you of clearance going into corners and traction coming out of them. Because our exclusive anti-dive system helps keep the bike level even under the hardest riding.

Add to all this styling and convenience changes that include a dramatic new rear cowl, spoiler and passenger grab rail. A sleek new aircraft-type fuel filler cap. Black mufflers. An electric reserve fuel switch. Even a digital clock.

What you wind up with is a bike that's as pleasant on a trans-continental journey as it is exciting on a quarter-mile dash. As reliable going to and from work as it is exhilarating sweeping in and out of curves.

The Yamaha FJ1200. The choice is yours. Either you ride one.

Or you move over for the guy who does.