

YAMAHA

FJ1200/FJ1200A



For many people, international touring is the ultimate expression of individual freedom. For some, the only way to go is by motorcycle. And for a large number of these riders, there is only one machine. The Yamaha FJ1200.

Designed to carry a rider, passenger and luggage for long distances at high speeds, the FJ is powered by a 1,188cc air-cooled motor producing massive mid-range torque with an autobahn-eating top end.

Rider and passenger comfort heads our list of priorities, and the latest FJ1200 has undergone important changes to significantly improve ride quality.

Already renowned for its incredibly smooth power delivery, Yamaha engineers have reduced the machine's vibration levels even further with new orthogonal engine mounts featuring integral rubber dampers.

By relocating the silencer brackets we've eliminated pillion footrest resonance, giving the passenger an even more luxurious ride than before. And for better rear suspension action, shock stroke is increased 8mm to 48mm.

Thicker tank rails on the perimeter frame and a strong swinging arm make the whole chassis more rigid to give improved handling, and for reduced helmet

turbulence at motorway cruising speeds we fitted the new Yamaha Aeroscreen and reshaped the upper fairing.

And for those riders looking for extra braking confidence in all weather conditions, Yamaha now offers an advanced design Anti-lock Braking System (ABS) on the new FJ1200A.

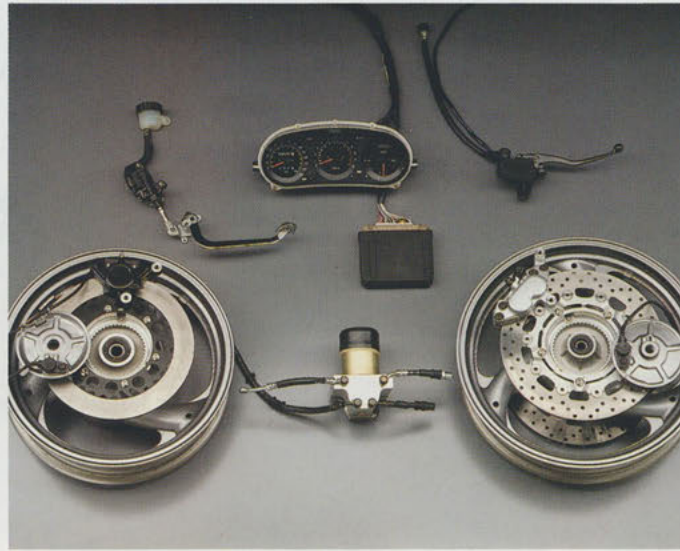
When the time comes to get up and go, the FJ Series has got to be the only way to do it.

Your world will never seem the same again.



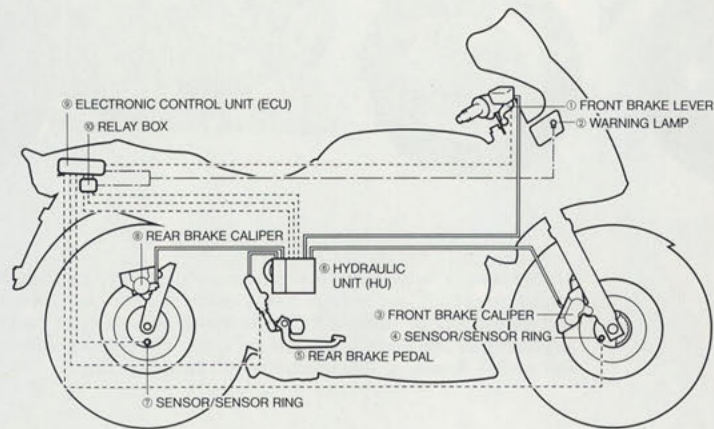
*There's a big world waiting for you.
Make it a little smaller with the FJ1200.*





ABS COMPONENTS

The highly-advanced Yamaha Anti-lock Braking System consists of four major components. Sensor rings in the front and rear wheel hubs send signals to the Electronic Control Unit (ECU) where dual digital microcomputers independently analyze data from the wheels 125 times per second. When wheel lock-up is imminent, the ECU signals the relay box to activate the Hydraulic Unit (HU) which decreases and increases brake fluid pressure at up to 10 times per second to prevent lock-up and achieve optimum braking performance.



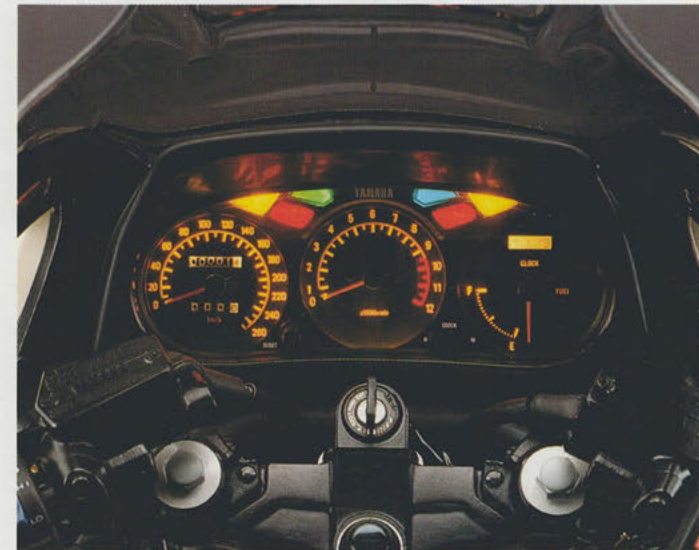
YAMAHA ABS OPERATION

In some emergency situations the rider may use excessive pressure at the front brake lever (1) and rear brake pedal (5). This is when the Yamaha FJ1200A's ABS is activated. Front and rear wheel sensor rings (4 and 7) send signals to the ECU (9) which instantaneously determines that wheel lock-up is imminent. A command is now sent via the relay box (10) to the HU (6) which regulates brake fluid pressure at the front and rear calipers (3 and 8). With wheel lock-up avoided, optimum braking is achieved and the FJ1200A can be brought to a smooth, fully-controlled stop. If any malfunctions should occur, the warning light (2) informs the rider and the machine reverts to conventional braking.



Engine/orthogonal engine mounting

Producing maximum power at only 8,500rpm, the FJ's 1,188cc air-cooled 16-valve motor will run effortlessly at high speeds all day long. Vibration is cut to a minimum by the new orthogonal engine mounts with integral rubber dampers — and for an even quieter top end we've fitted cylinder head fin spacers.



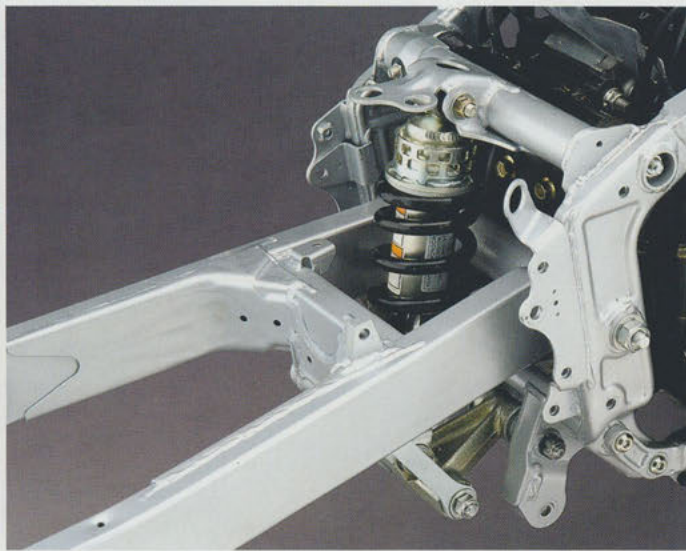
Instrument panel

Functional and easy to read, the recessed instrument panel provides the rider with all the information required. The centrally mounted tachometer is flanked on the left by the speedometer and tripmeter, and on the right by an electronic fuel gauge and indispensable digital clock. On the FJ1200A, an ABS warning lamp is also fitted.



Brakes

All the stopping power you need is provided by the FJ's triple disc setup. Dual 298mm floating drilled rotors with 4-pot opposed-piston calipers at the front backed up by a 282mm disc at the rear give precise, powerful and predictable braking every time. On the FJ1200A, the sensor ring and sensor are mounted at the wheel's center.



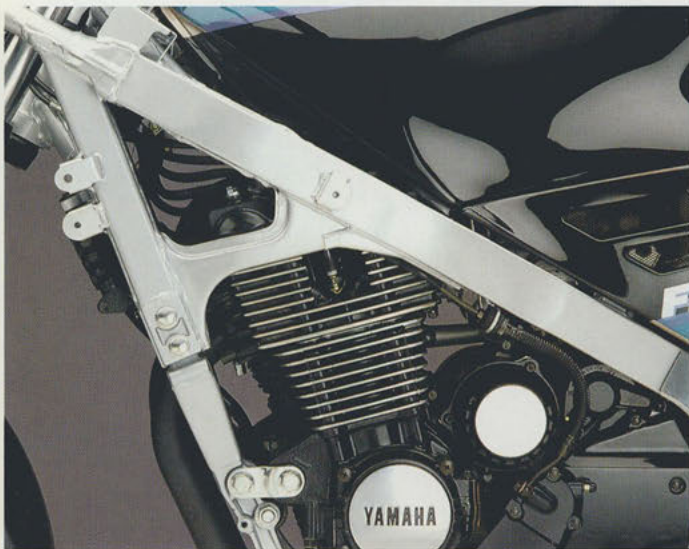
Rear suspension

With Yamaha's race-developed Monocross suspension system, few machines in its class can match the FJ's levels of rider and passenger comfort and overall handling performance. And by increasing shock stroke by 8mm to 48mm, rear suspension action is now even smoother.



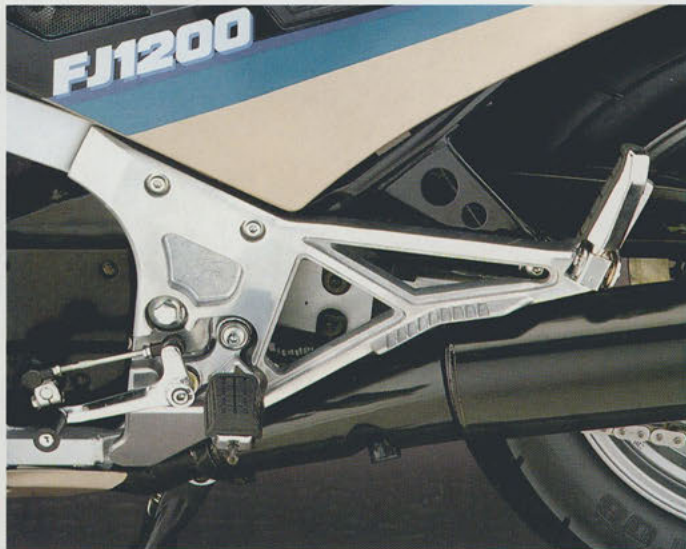
New control switches

As part of Yamaha's ongoing policy of constantly improving the FJ1200 wherever possible, the newest model features carefully redesigned switch gear. Easier to operate than the previous design, the new system is another small but important improvement which helps make the latest model an even better machine than before.



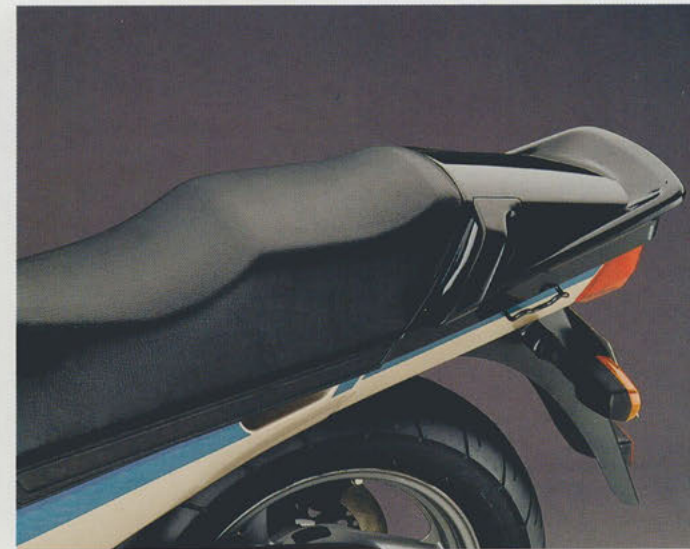
Frame

Manufactured from high-tensile box-section steel, the perimeter frame now uses thicker 50mm tank rails for increased rigidity. In addition to offering excellent handling performance, this lateral chassis design allows quick access to the motor for easy routine maintenance.



Exhaust system/silencer

After passing through 8 exhaust valves, gases flow through the high efficiency 4 into 2 exhaust system. Finished in stylish, hard wearing black chrome, the twin silencers are designed to permit the fitting of large capacity panniers and offer quiet running.



Seat

Rider and passenger comfort is of paramount importance on any long-distance machine. Deeply padded and featuring dual contours, the FJ's seat will carry you and your passenger in luxury for hour after hour. And for reduced pillion footrest vibration the silencer is now mounted on a separate bracket.



SW/B (Silky White/Blue)



SW/B (Silky White/Blue)



WPB (Wet Pale Brown)



WPB (Wet Pale Brown)

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.

**FJ1200 (FJ1200A)
TECHNICAL SPECIFICATIONS**

ENGINE

Type 4-stroke, air-cooled,
DOHC 4 valve, parallel
4 cylinder
Displacement 1,188 cc
Bore & stroke 77.0 x 63.8 mm
Compression ratio 9.7 : 1
Max. power
(DIN) 100 PS (74.3 kW) 8,500 rpm
(ISO) 96 PS (70.6 kW) 8,500 rpm
Max. torque
(DIN) 9.5 kg-m (93.2 Nm) 6,500 rpm
(ISO) 9.0 kg-m (88.5 Nm) 6,500 rpm
Lubrication Wet sump
Carburation Mikuni BS36 x 4
Ignition Transistorised (digital)
Starter system Electric
Fuel tank capacity 22
Oil capacity 4.2
Transmission 5-speed
Final transmission Chain

CHASSIS

Overall length 2,230 mm
Overall width 775 mm
Overall height 1,245/1,295* mm
Seat height 780 mm
Wheelbase 1,490 mm
Min. ground clearance 140 mm
Dry weight 243 (248) kg
Front suspension Telescopic forks
Rear suspension Monocross
Front brake Dual 298 mm discs
Rear brake Single 282 mm disc
Front tyre 120/70 V17-V250
Rear tyre 150/80 V16-V250

* Comes with high and low windshields.