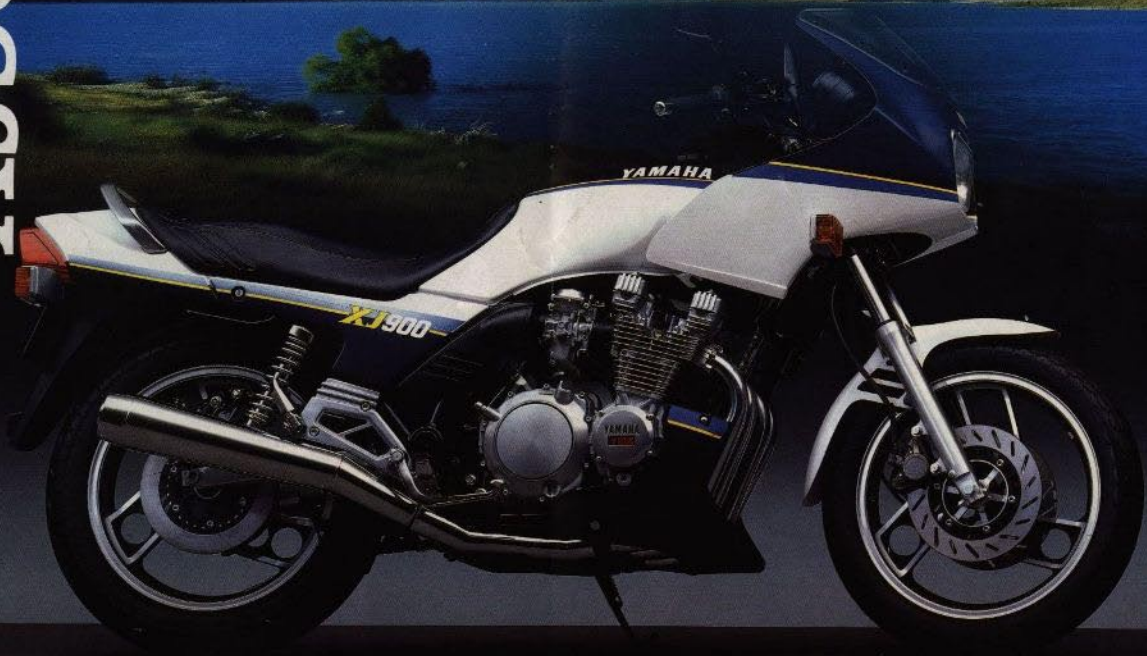


# XJ900F



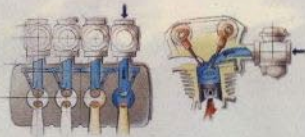
# Sporting performance, smooth shaft-drive, sensible price—the Yamaha XJ900F.

In less than five years the Yamaha XJ900F has established itself as a classic sports/tourer. A motorcycle that combines the excitement of 100-horsepower performance with a comfortable, fuel-efficient, long-distance touring capability and—above all—a sensible purchase price and low running costs.

The XJ900F emphasis is on performance without straining the pocket. Long distances but low

maintenance. The clean, smooth and totally-reliable shaft-drive needs no rider adjustments, for example. Neither do the YICS fuel system, automatic cam-chain tensioner or electronic ignition.

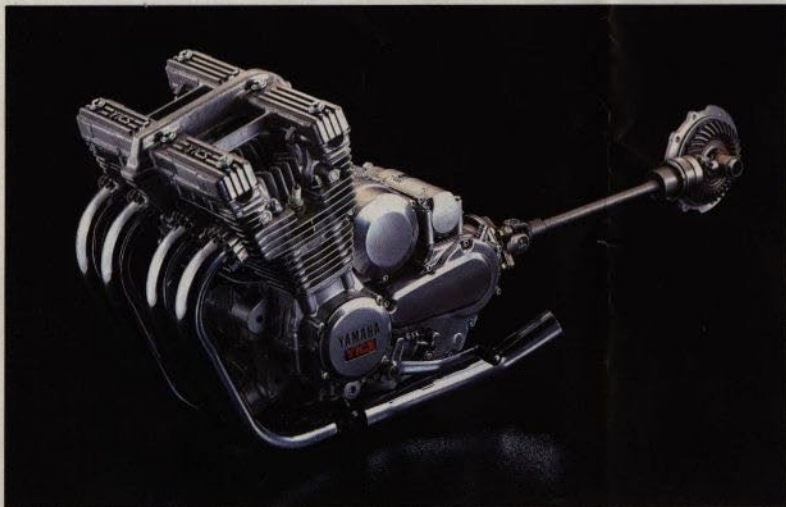
You won't go bankrupt either buying or running the Yamaha XJ900F. In fact, on a price to performance, mileage to maintenance ratio, there's nothing to touch it.



The Yamaha Induction Control System (YICS) is cast into the XJ900F cylinder head and is totally maintenance-free. Interconnected secondary ports direct all fuel coming in from the four 36mm Mikuni constant-velocity carburetors to the cylinder that is actually on the induction stroke. This extra fuel/air charge enters the main intake flow at an angle and thus promotes a swirling motion through the combustion chamber. Both cylinder filling and combustion efficiency are improved, with the results being a boost in mid-range torque plus a 10% increase in fuel economy.



A triple-meter instrument console is housed within the frame-mounted fairing. Speedometer, tachometer and electric fuel gauge are complemented by another item that touring riders will appreciate... an easy-to-read digital clock. The console is backed by a complete inner trim to the high-quality fairing.



*The twin overhead camshaft chain with automatic tensioner for maximum valve train life.*

*The comfortable, contoured seat for long distance touring. Passes through the tail cowling.*

*The classic, twin shock suspension allows 100mm of travel with any road conditions. Gasol units adjustable to compensate for different rider weights.*

*The rear brake also uses a disc rotor and a dual piston caliper. The disc rotor is cooled under heavy use.*

shafts are supported in four bearings and driven by reliable Hy-Vo automatic tensioner. They act direct on the valves, without cam-followers, for maximum efficiency.

contoured seat and 22-litre fuel tank are perfect for long-distance riding. Passenger stability is enhanced by the alloy grab rail fitted on the seat.

Shock-absorber rear wheel has 100mm of wheel travel to cope with all road conditions. The shocks are adjustable for spring pre-load to cope with different machine loadings.

Four 36mm Mikuni constant-velocity carburettors mean smooth running at any rpm thanks to precise, efficient fuel metering. Cold-starting is instantaneous.

Sporting, low-line handlebars are made of forged alloy and are attached "clip-on" style direct to the fork stanchions for maximum adjustment capability.

Transistor-controlled, electronic ignition is pre-set for exact spark timing across the rev-range and needs no maintenance or adjustment.

The high-quality head fairing is frame-mounted so that its weight does not affect steering and front-end handling. A full fairing is an option in most countries.

Front forks have large-diameter stanchions to resist flex and give 140mm of smooth travel. They are adjustable for spring pre-load to suit differing load and road surface conditions.

The front brake features twin 235mm discs, slotted to allow for heat expansion when used hard. Opposed-piston calipers generate powerful braking force.

An oil-cooler is standard equipment on the XJ900F and helps keep the air-cooled engine running at correct temperature even at sustained high-rpm.

Shaft-drive is efficient, clean and totally-reliable. Perfect for touring as it requires no lubrication or rider adjustments.

Triple-spoke, cast-alloy wheels are shod with V-rated tyres that permit the XJ900F to maintain high cruising speeds with absolute confidence.

Rear view mirror(s) standard equipment.

The rear wheel also uses a 235mm disc with opposed-piston rotor is ventilated through its core to keep it cool during use.



## XJ900F SPECIFICATIONS

### ENGINE

Type	4-stroke, air-cooled, DOHC, parallel four
Displacement	891 cc
Bore and stroke	68.5 x 60.5 mm
Compression ratio	9.6 : 1
Max. power (DIN)	98.0 PS (72.1 kW) @ 9,000 rpm
Max. torque (DIN)	8.3 kg-m (81.3 Nm) @ 7,000 rpm
Lubrication	Wet sump
Carburation	Mikuni BS36 (4)
Ignition	Transistor controlled
Starting	Electric
Fuel tank capacity	22.0 litres
Oil capacity	3.6 litres
Transmission	5-speed
Final drive	Shaft

### CHASSIS

Overall length	2,215 mm
Overall width	735 mm
Overall height	1,245 mm
Seat height	780 mm
Wheelbase	1,480 mm
Min. ground clearance	145 mm
Dry weight	218 kg
Suspension	
Front	Telescopic forks
Rear	Swinging arm
Brakes	
Front	Hydraulic double disc
Rear	Hydraulic disc
Tyres	
Front	100/90-V18
Rear	120/90-V18

*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 with your Yamaha dealer. Always wear a helmet and eye protection.*

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