



YAMAHA

XJ900F '84-'85
XJ900

**SERVICE
INFORMATION**



ALLEGEMEINE ANGABEN

AUSSENANSICHT

XJ900F



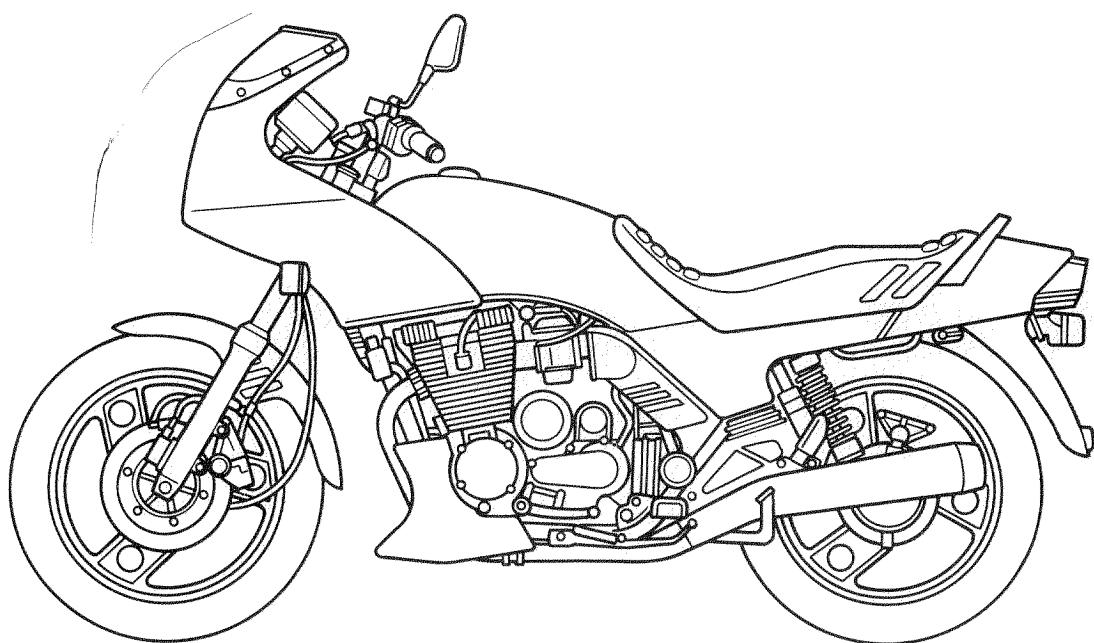
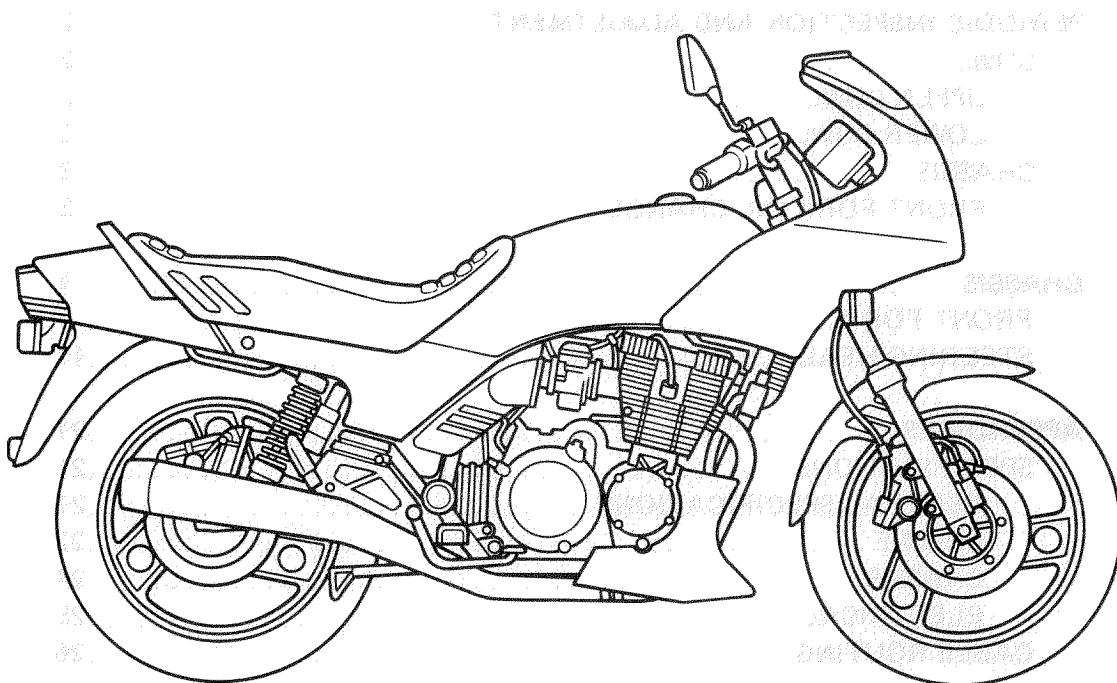
XJ900





GENERAL INFORMATION

EXTERNAL VIEW



PERIODIC INSPECTION AND ADJUSTMENT

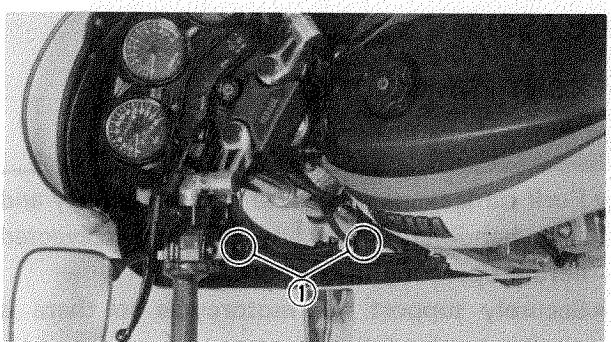
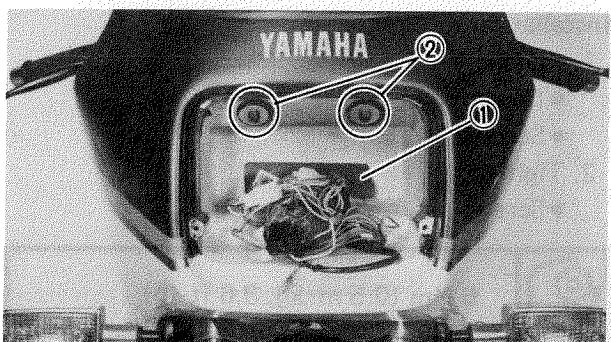
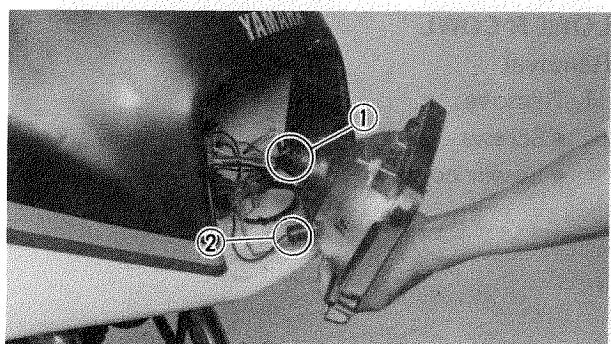
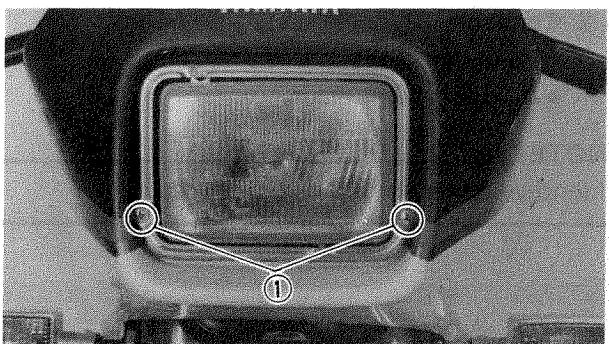
COWL

UPPER COWL

Removal

1. Remove:

- Screws ①



2. Disconnect:

- Headlight leads ①
- Auxiliary light leads ②

3. Remove:

- Holder ①
- Bolts ②

4. Remove:

- Bolts ①
- Upper cowl

Installation

When installing the upper cowl, reverse the removal procedure.

Note the following points.

1. Tighten:

- Bolts (Upper cowl)



5 Nm (0.5 m·kg, 3.6 ft·lb)

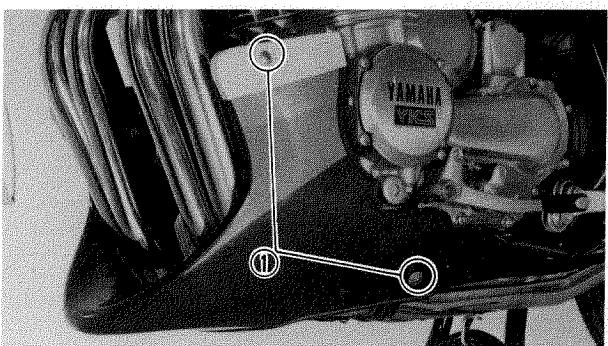
**INSP
ADJ**



LOWER COWL/FRONT FORK OIL CHANGE

FRONT FORK OIL CHANGE

FRONT FORK OIL DRAIN



2. Connect:

- Headlight leads
- Auxiliary light leads

NOTE:

Identical collar should be connected.

LOWER COWL

Removal

1. Remove:

- Screws ①
- Lower cowl

Installation

1. Install:

- Lower cowl
- Screws

2. Tighten:

- Screws



5 Nm (0.5 m·kg, 3.6 ft·lb)

CHASSIS

FRONT FORK OIL CHANGE

WARNING:

- Fork oil leakage can cause loss of stability and safe handling. Have any problem corrected before operating the motorcycle.
- Securely support the motorcycle so there is no danger of it falling over.

1. Place the motorcycle on the centerstand.

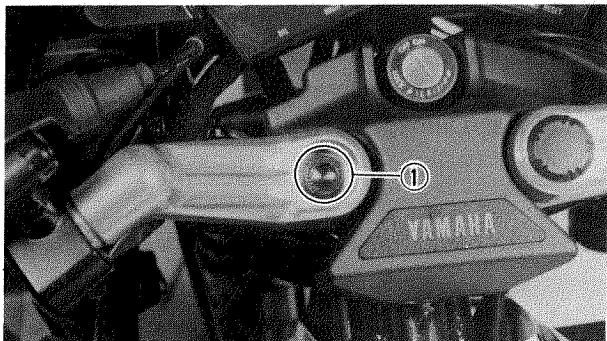
2. Remove:

- Lower cowl

3. Place a suitable stand under the engine to raise the front wheel off the ground.

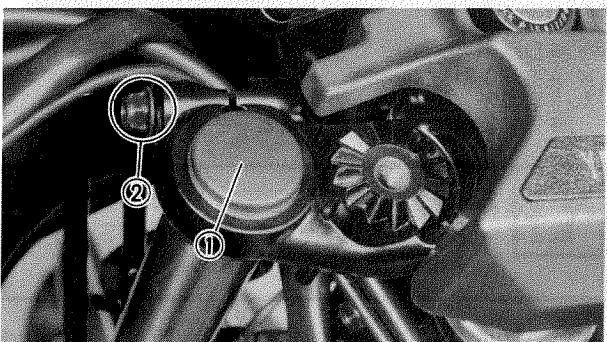
FRONT FORK OIL CHANGE

INSP
ADJ



4. Remove:

- Cap (Handlebar)
- Bolt ① (Handlebar)
- Handlebar

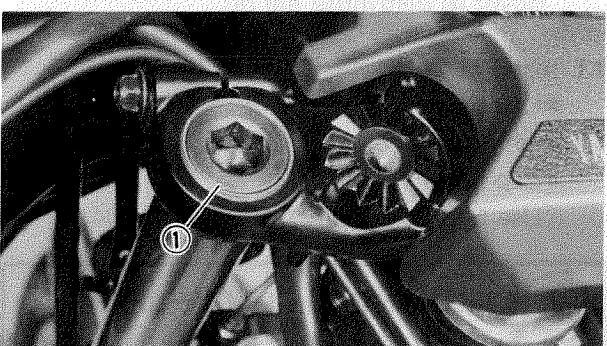


5. Remove:

- Fork cap ①

6. Loosen:

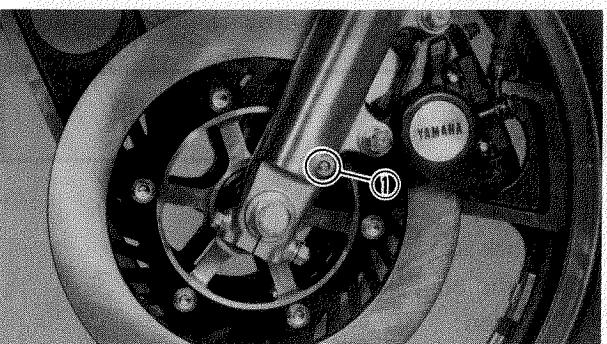
- Pinch bolt (Handle crown) ②



7. Remove:

- Cap bolt ①
- Use Cap Bolt Wrench (90890-01104).

8. Place the open container under the drain hole.



9. Remove:

- Drain screw ①
- Drain the fork oil.

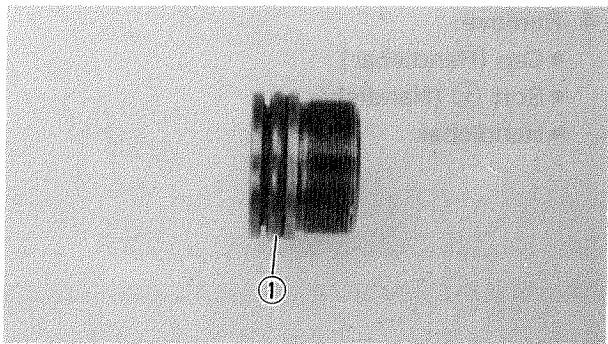
WARNING:

Do not allow any oil to contact the disc brake components. If oil is discovered, be sure to remove it, otherwise diminished braking capacity and damage to the rubber components of the brake assembly will occur.

INSP
ADJ



FRONT FORK OIL CHANGE



10. Inspect:

- O-ring ① (Cap bolt)
 - Gasket (Drain screw)
- Wear/Damage → Replace.

11. Install:

- Drain screw

12. Fill:

- Fork oil



Each Fork:
276 cm³ (9.7 Imp oz, 9.3 US oz)
Fork oil 5WT or equivalent

After filling pump the forks slowly up and down to distribute the oil.

13. Install:

- Cap bolt

14. Tighten:

- Cap bolt

Use Cap Bolt Wrench (90890-01104).



23 Nm (2.3 m·kg, 17 ft·lb)

- Pinch bolt (Handle crown)



20 Nm (2.0 m·kg, 14 ft·lb)

15. Install:

- Fork cap
- Handlebar

16. Tighten:

- Bolt (Handlebar)



90 Nm (9.0 m·kg, 65 ft·lb)

FRONT FORK OIL CHANGE

INSP
ADJ



17. Install:

- Cap (Handlebar)
- Lower cowl

18. Tighten:

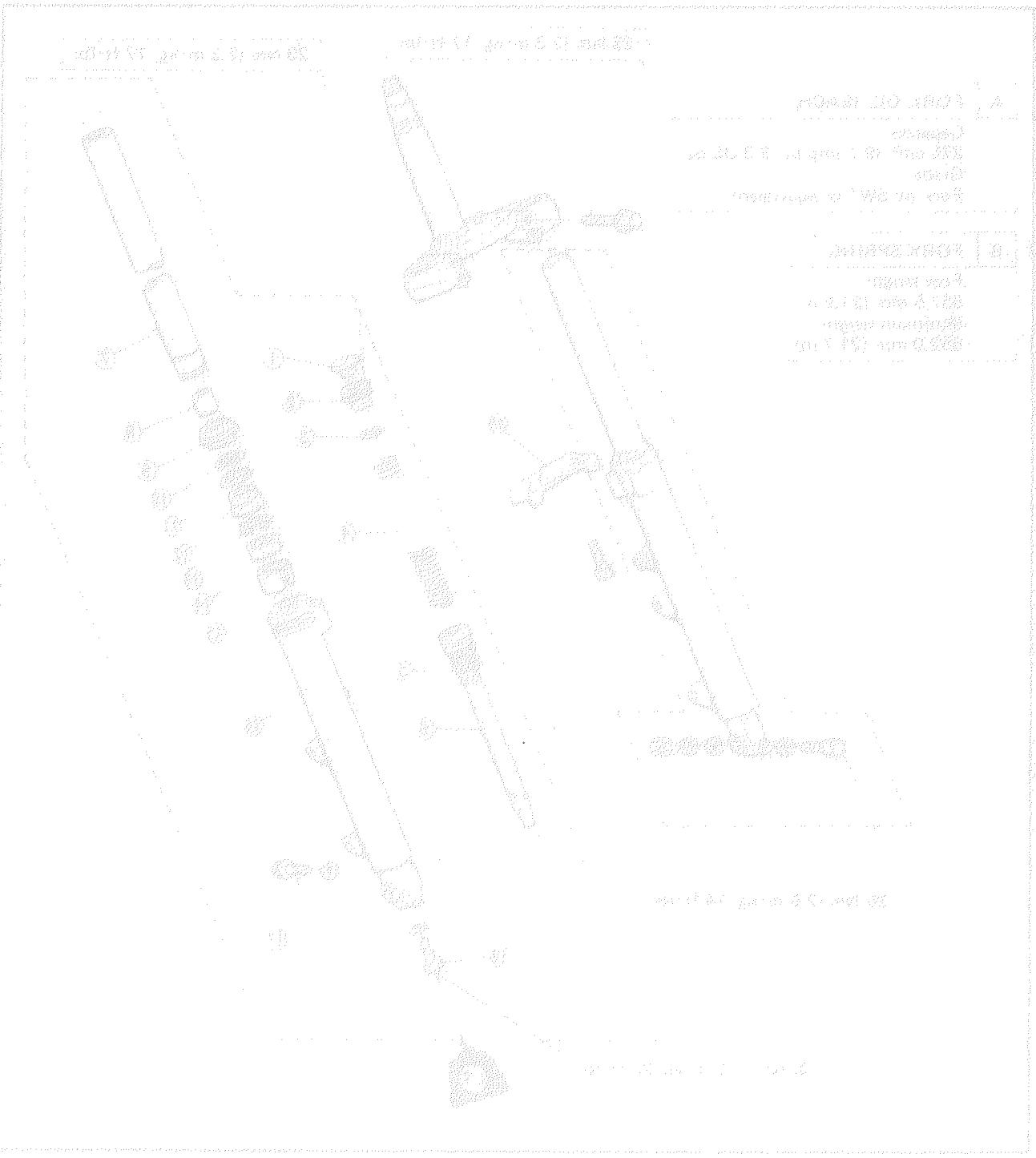
- Screws (Lower cowl)



5 Nm (0.5 m·kg, 3.6 ft·lb)

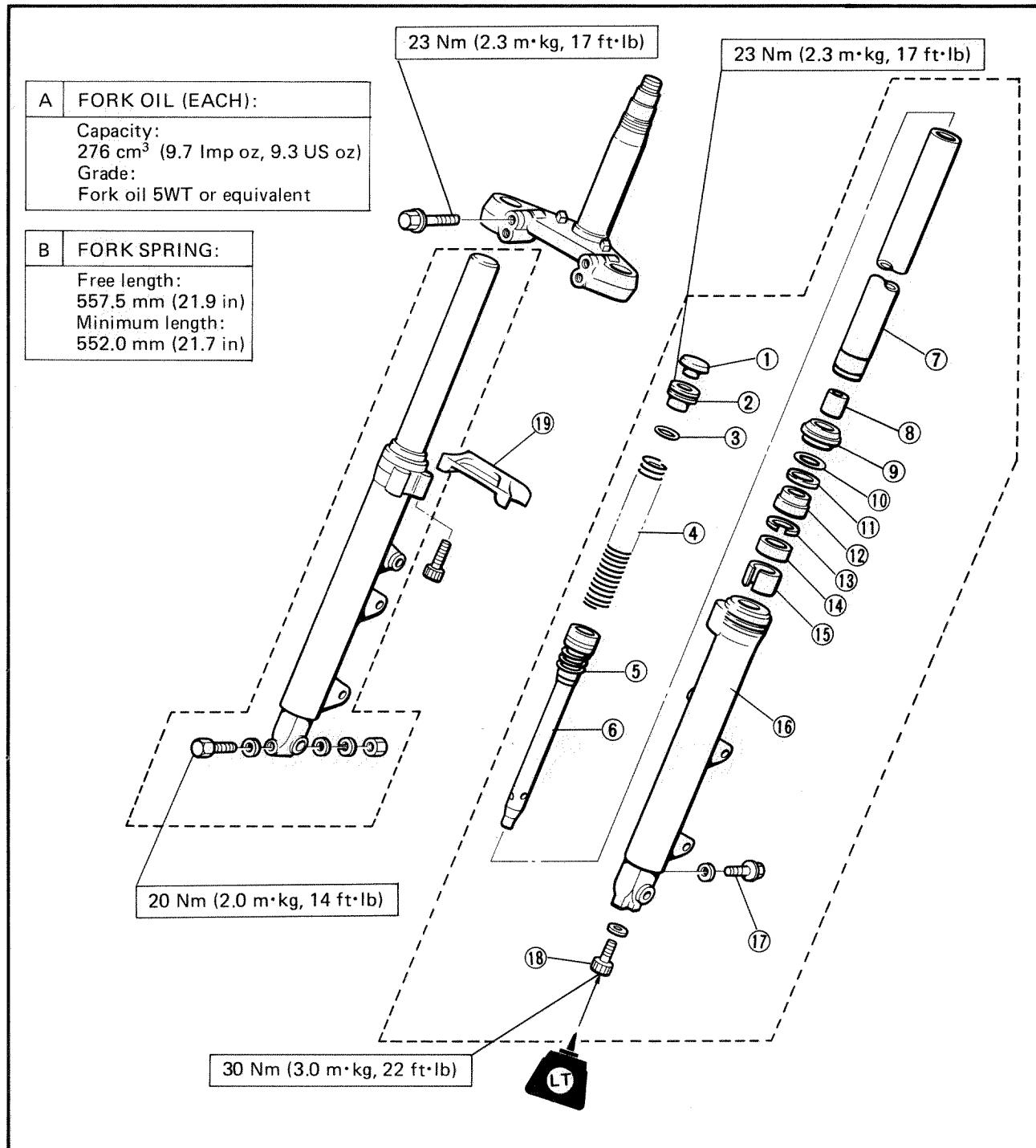
TOOL POSITIONING INFORMATION
TOOL POSITIONING INFORMATION

TOOL POSITIONING INFORMATION
TOOL POSITIONING INFORMATION



FRONT FORK

- | | |
|-------------------|----------------------------|
| ① Fork cap | ⑪ Washer |
| ② Cap bolt | ⑫ Oil seal |
| ③ O-ring | ⑬ Seal spacer |
| ④ Fork spring | ⑭ Guide bush |
| ⑤ Rebound spring | ⑮ Slide bush |
| ⑥ Damper rod | ⑯ Outer fork tube |
| ⑦ Inner fork tube | ⑰ Drain bolt |
| ⑧ Taper spindle | ⑱ Damper rod securing bolt |
| ⑨ Dust cover | ⑲ Front fork brace |
| ⑩ Retaining clip | |

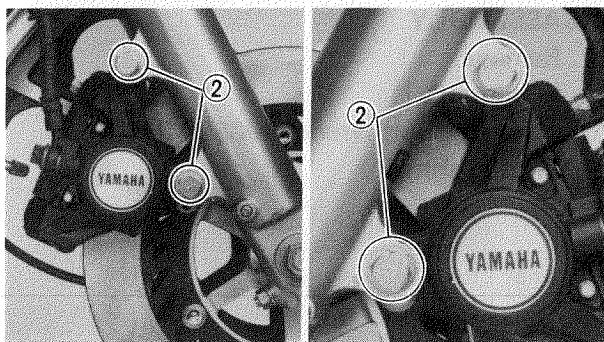
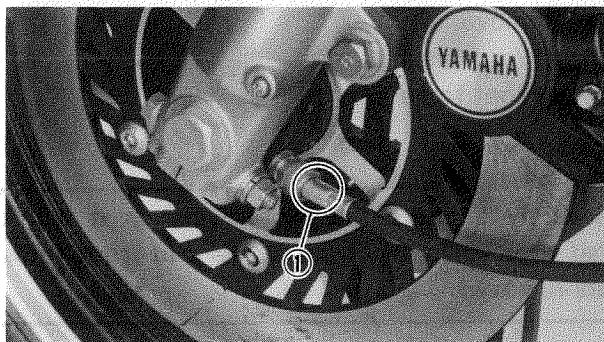
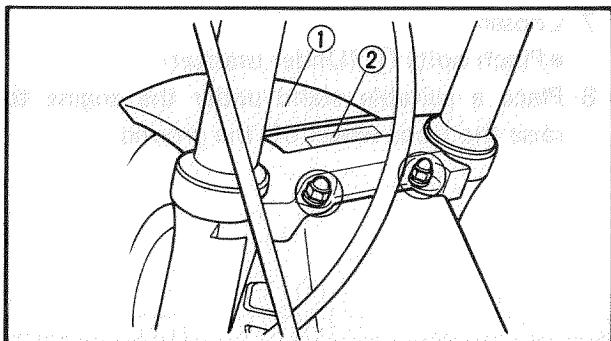
CHASSIS



FRONT FORK

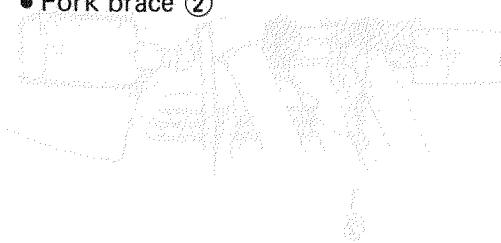
REMOVAL

1. Place the motorcycle on the centerstand.



2. Remove:

- Front fender ①
- Fork brace ②



3. Remove:

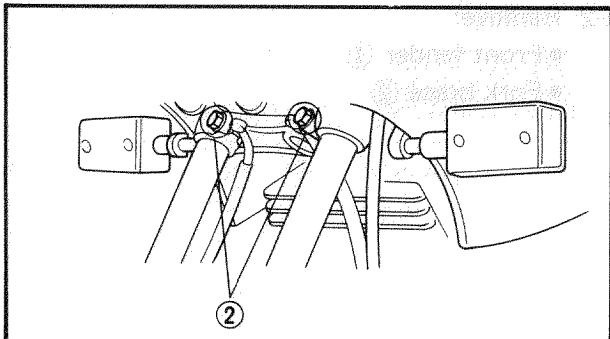
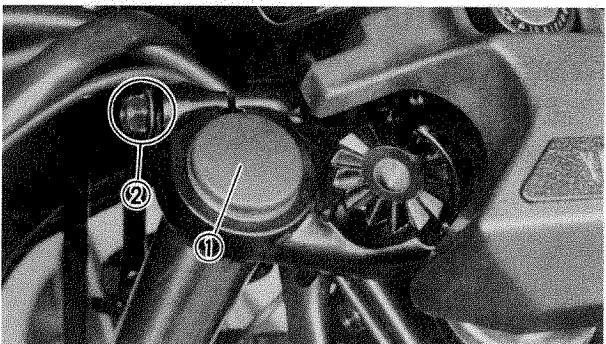
- Speedometer cable ①
- Bolts ② (Brake caliper)

NOTE:

Do not depress the brake lever when the wheel is off the motorcycle as the brake pads will be forced shut.

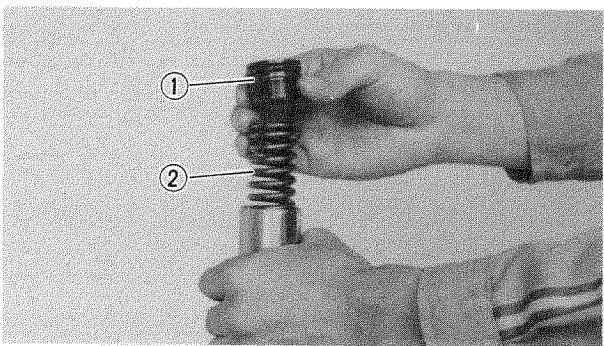
4. Remove:

- Caps (Handlebars)
- Bolts ① (Handlebars)
- Handlebars



Front wheel and front forks can be removed by following the steps below.

WARNING: Securely support the motorcycle so it won't fall over when the front wheel and front forks are removed.



Front wheel and front forks can be removed by following the steps below.

5. Remove:

- Fork caps ①

6. Loosen:

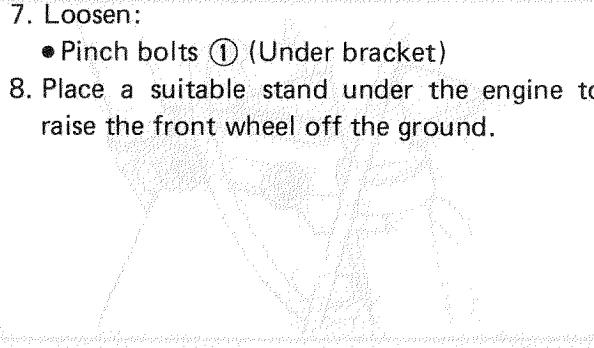
- Pinch bolts ② (Handle crown)
- Cap bolts (Front fork)

Use Cap Bolt Wrench (90890-01104).

7. Loosen:

- Pinch bolts ① (Under bracket)

8. Place a suitable stand under the engine to raise the front wheel off the ground.



9. Remove:

- Front wheel
- Front forks

WARNING:

Securely support the motorcycle so it won't fall over when the front wheel and front forks are removed.

DISASSEMBLY

1. Remove:

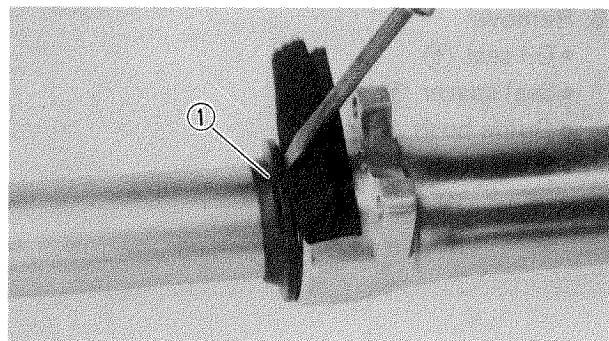
- Cap bolt ①
Use Cap Bolt Wrench (90890-01104).
- Fork spring ②

2. Drain:

- Fork oil

NOTE:

Place an open container under the fork and turn the fork upside down and drain the oil.

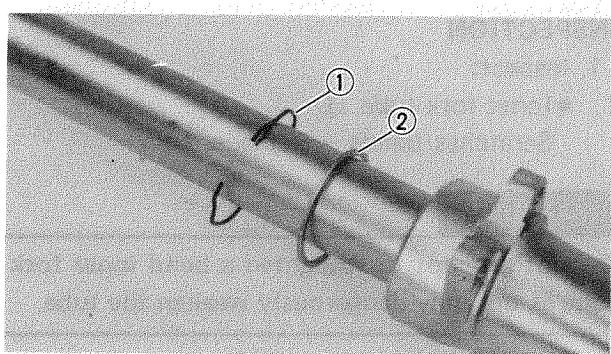


3. Remove:

- Dust seal (1).

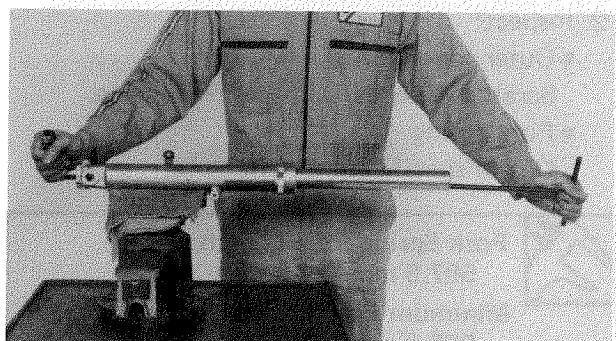
NOTE:

Use a thin screwdriver, and be careful not to scratch the inner fork tube.



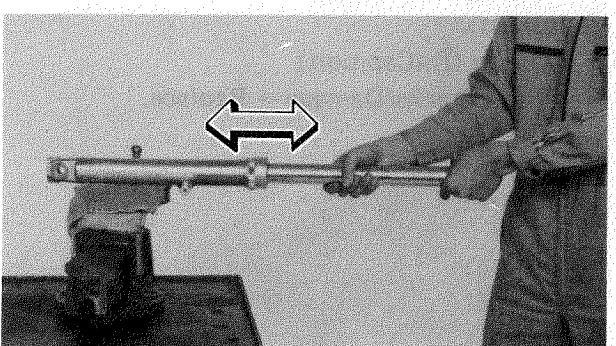
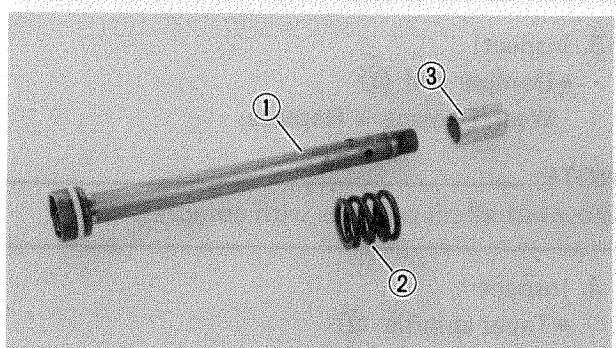
4. Remove:

- Retaining clip (1)
- Washer (2)



5. Remove:

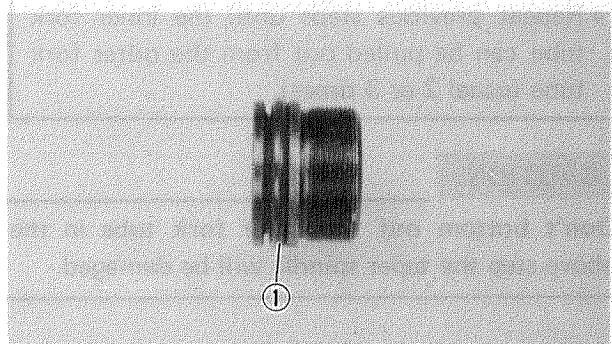
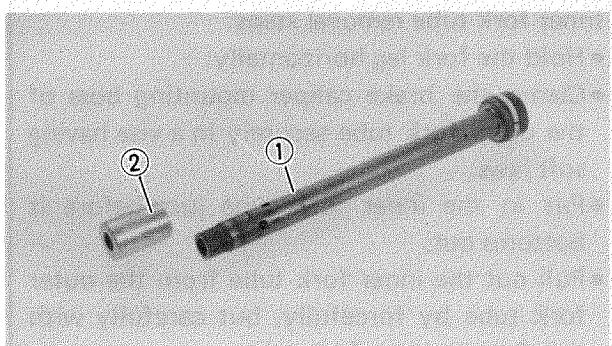
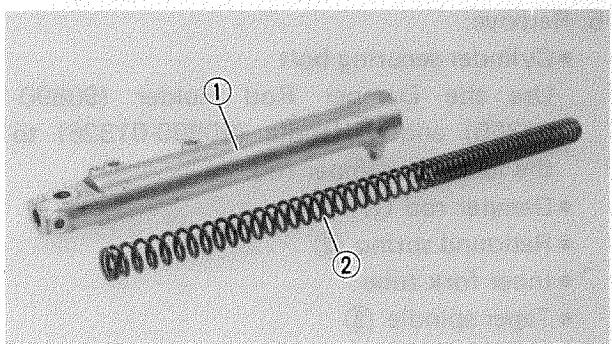
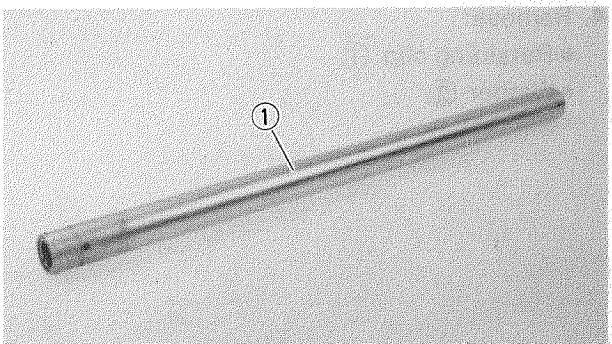
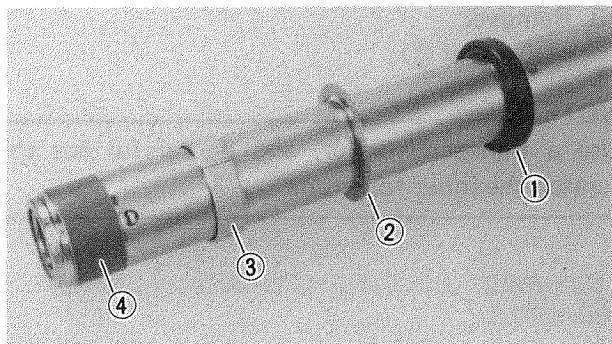
- Cylinder securing bolt
Use the Damper Rod Holder (90890-01365) and T-Handle (90890-01326) to lock the damper rod.
- Damper rod (1)
- Rebound spring (2)
- Inner fork tube
- Taper spindle (3)

**Inner fork tube removal steps:**

- Hold the fork leg horizontally.
- Clamp the brake caliper mounting boss of the outer fork tube securely in a vise having soft jaws.
- Put in the inner fork tube just before it bottoms out.
- Pull out the inner fork tube from the outer fork tube by forcefully, but carefully without drawing the inner fork tube.
- Repeat previous steps until the inner fork tube can be pulled out from the outer fork tube (usual 2 or 3 times).

CAUTION:

Don't bottom out the inner fork tube in the above step the taper spindle will be damaged.



6. Remove:

- Oil seal (1)
- Seal spacer (2)
- Guide bush (3)
- Slide bush (4)

INSPECTION

1. Inspect:

- Inner fork tube (1)
- Scratches/Bends → Replace.

WARNING:

Do not attempt to straighten a bend inner fork tube as this may dangerously weaken the tube.

2. Inspect:

- Outer fork tube (1)
- Scratches/Bends/Damages → Replace.
- Fork spring (2)
- Out of specification → Replace.



**Fork Spring Free Length:
557.5 mm (21.9 in)**

**Minimum Free Length:
552.0 mm (21.7 in)**

3. Inspect:

- Damper rod (1)
- Wear/Damage → Replace.

NOTE:

Blow out all oil passages with compressed air.

4. Inspect:

- Taper spindle (2)
- Damage → Replace.

5. Inspect:

- O-ring (1) (Cap bolt)
- Wear/Cracks/Damage → Replace.



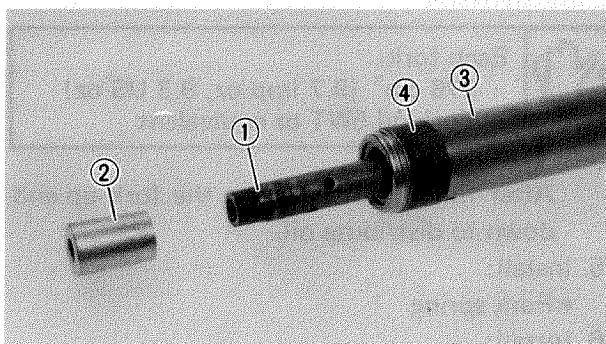
REASSEMBLY

NOTE:

- In front fork reassembly, be sure to use following new parts.
- Guide bush
- Slide bush
- Oil seal
- Dust seal
- Make sure all components are clean before reassembly.

1. Install:

- Damper rod ①
- Rebound spring
- Taper spindle ②
- Inner fork tube ③
- Slide bush ④

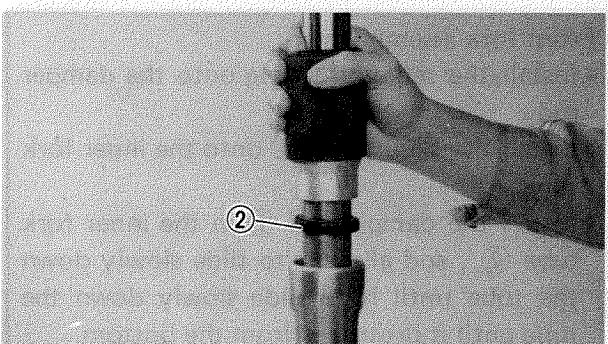
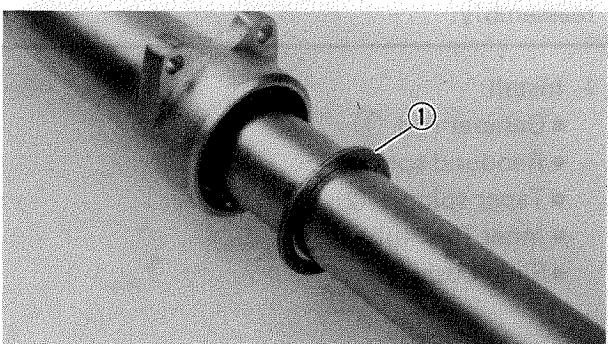
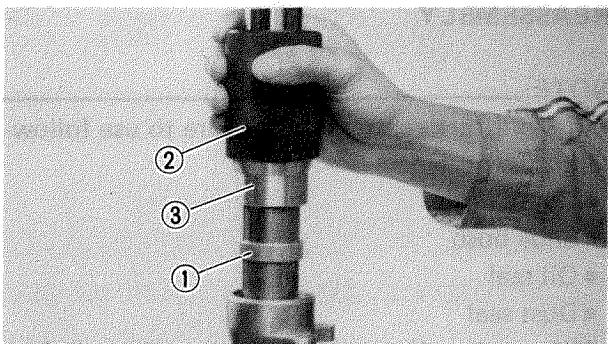


Front fork assembly step:

- Install the rebound spring onto the damper rod.
- Install the slide bush ④ onto the inner fork tube.
- Install the damper rod ① in the inner fork tube ② , and allow it to slide slowly down the tube until it protrudes from the bottom.
- Attach the Damper Rod Holder (90890-01365) and T-Handle (90890-01326) to lock the damper rod.
- Put the taper spindle ③ on the damper rod.
- Hold one hand over the top of the inner fork tube, and carefully install the outer fork tube over the taper spindle.
- Apply LOCTITE® to the damper rod securing bolt and tighten the bolt to the specification: Use the Damper Rod Holder (90890-01365) and T-Handle (90890-01326).



30 Nm (3.0 m·kg, 22 ft·lb)
LOCTITE®

**2. Install:**

- Guide bush ①

Use the Fork Seal Driver Weight (90890-01367) ② and Adapter (90890-01371) ③.

3. Install:

- Seal spacer ①

- Oil seal ②

Use the Fork Seal Driver Weight (90890-01367) and Adapter (90890-01371).

- Washer
- Retaining clip
- Dust cover

4. Fill:

- Front fork



Each fork:

276 cm³ (9.7 Imp oz, 9.3 US oz)

Fork oil 5WT or equivalent

After filling, slowly pump the fork up and down to distribute oil.

5. Install:

- Fork spring

6. Install:

- Cap bolt (With new O-ring) Temporarily tighten the cap bolt.

INSTALLATION**1. Install:**

- Front fork(s)

2. Tighten:

- Pinch bolts (Under bracket)



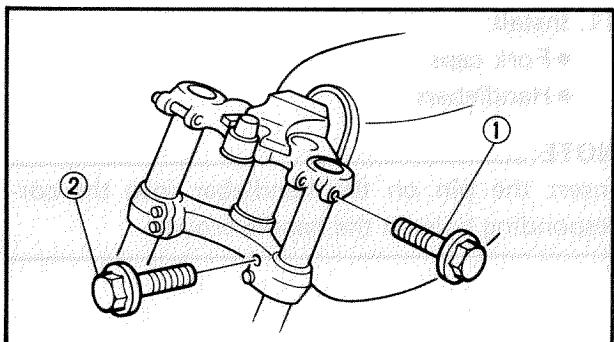
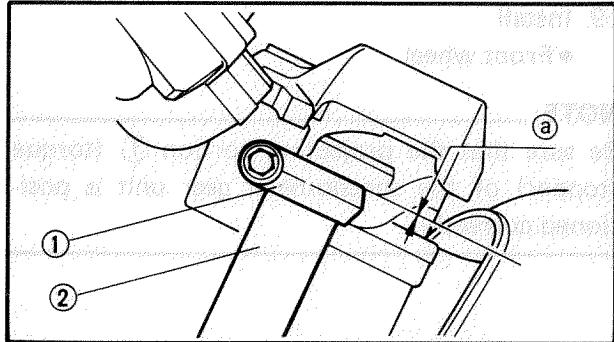
23 Nm (2.3 m·kg, 17 ft·lb)

NOTE:

Do not tighten the pinch bolts at the handle crown.



With handle bar assembly held and front fork held
in place, move out from handle bar assembly.



3. Tighten:

- Cap bolt

Use the Cap Bolt Wrench (90890-01104).



23 Nm (2.3 m·kg, 17 ft·lb)

4. Loosen:

- Pinch bolts (Under bracket)

5. Install:

- Front forks

Front fork installation steps:

- Fit the front fork by pushing it up until its top is flush with the handle crown top end.
- Holding the front fork in this position, temporarily tighten the pinch bolt at the handle crown and under bracket.

① Handle crown

② Front fork

a Flash

6. Tighten:

- Pinch bolts ① (Handle crown)
- Pinch bolts ② (Under bracket)



Pinch Bolt (Handle crown):

20 Nm (2.0 m·kg, 14 ft·lb)

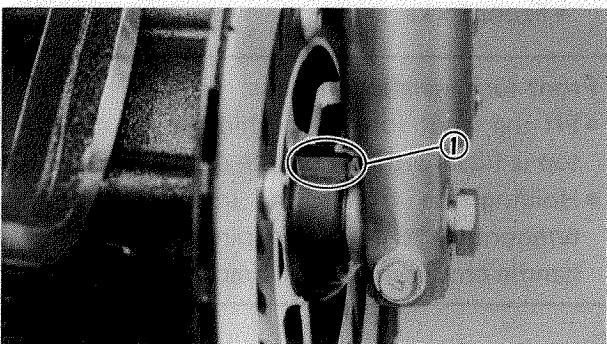
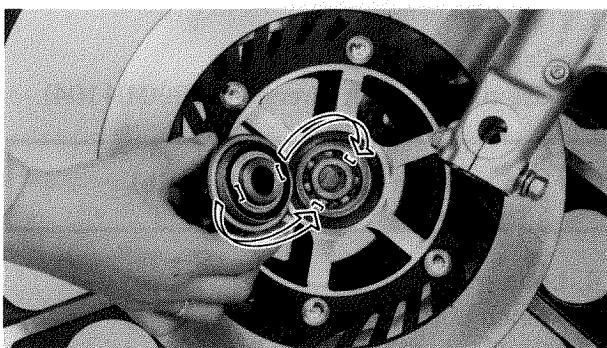
Pinch Bolt (Under bracket):

23 Nm (2.3 m·kg, 17 ft·lb)

7. Apply:

- Lithium base grease

Lightly grease the front wheel axle shaft, wheel oil seal lips and the gear teeth of the speedometer drive and driven gears.

CHAS**FRONT FORK****8. Install:**

- Speedometer gear unit

NOTE:

Be sure that the two projections inside the wheel hub mesh with the two slots in the speedometer gear unit.

9. Install:

- Front wheel

NOTE:

Be sure that the projecting portion ① (torque stopper) of the speedometer gear unit is positioned correctly.

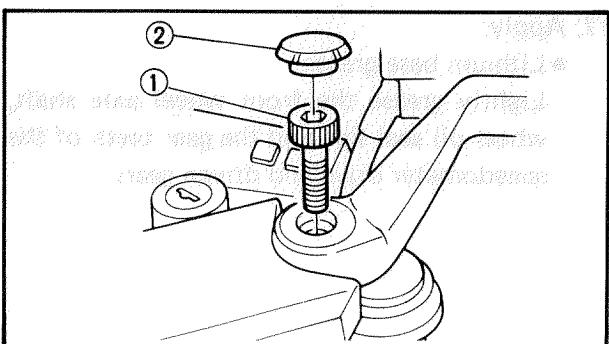
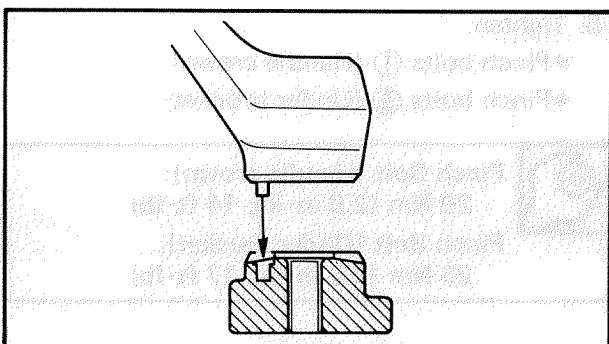
10. Tighten:

- Axle nut (Front wheel)
- Pinch bolts (Front fork)



Axle Nut:
78 Nm (7.8 m·kg, 50 ft·lb)

Pinch Bolts:
20 Nm (2.0 m·kg, 14 ft·lb)

**11. Install:**

- Fork caps
- Handlebars

NOTE:

Insert the pin on the handlebar into the corresponding hole on the handle crown.

12. Tighten:

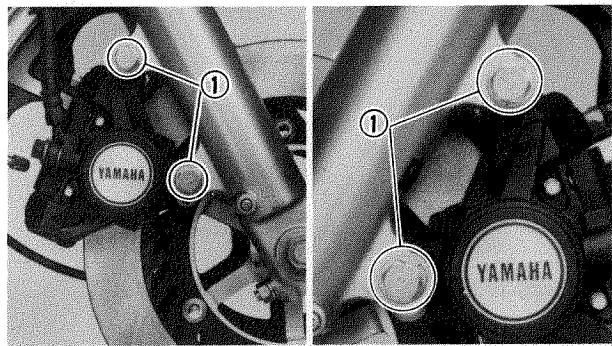
- Bolts ① (Handlebars)



90 Nm (9.0 m·kg, 65 ft·lb)

13. Install:

- Caps ② (Handlebars)



14. Install:

- Brake calipers

15. Tighten:

- Bolts ① (Brake calipers)



35 Nm (3.5 m·kg, 25 ft·lb)

16. Install:

- Fork brace
- Front fender
- Lower cowl

17. Tighten:

- Bolts (Front fender)
- Screws (Lower cowl)



Bolts (Front fender):

9 Nm (0.9 m·kg, 6.5 ft·lb)

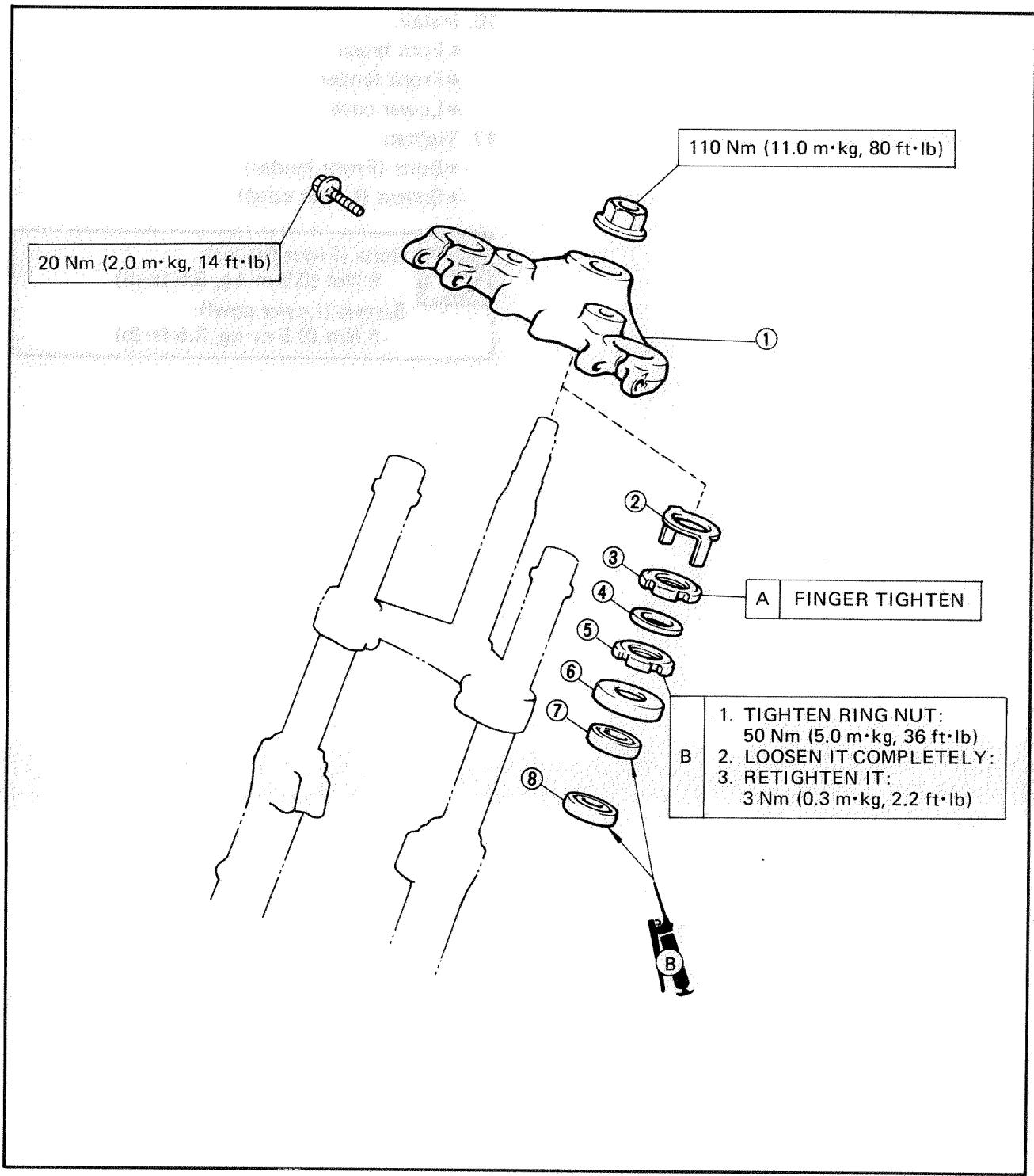
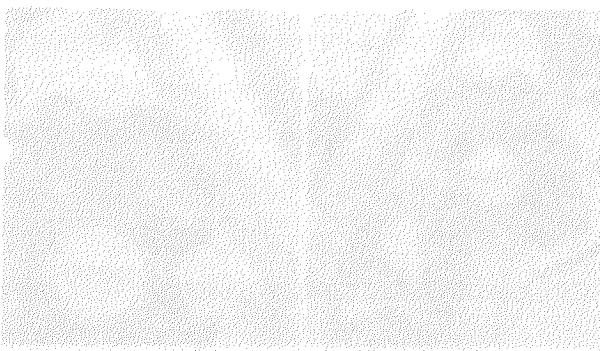
Screws (Lower cowl):

5 Nm (0.5 m·kg, 3.6 ft·lb)



STEERING HEAD

- ① Handle crown
- ② Lock washer
- ③ Steering ring nut (Upper)
- ④ Rubber washer
- ⑤ Steering ring nut (Lower)
- ⑥ Bearing cover
- ⑦ Bearing (Upper)
- ⑧ Bearing (Lower)





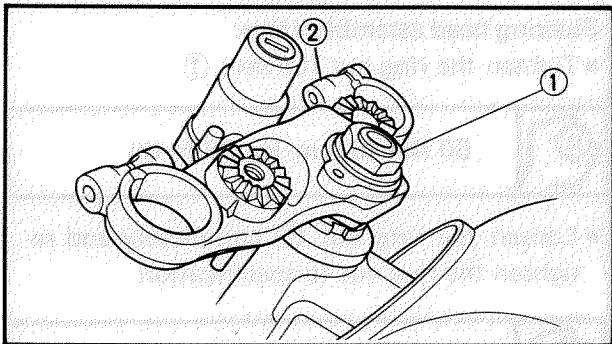
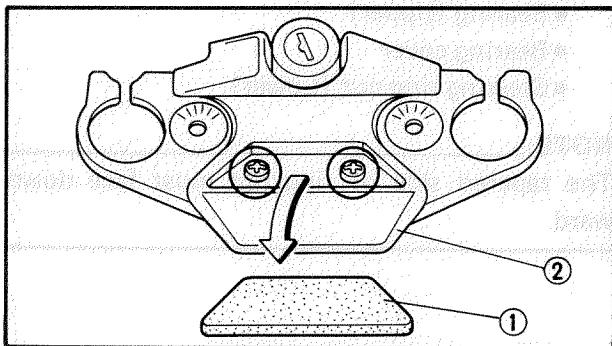
STEERING HEAD

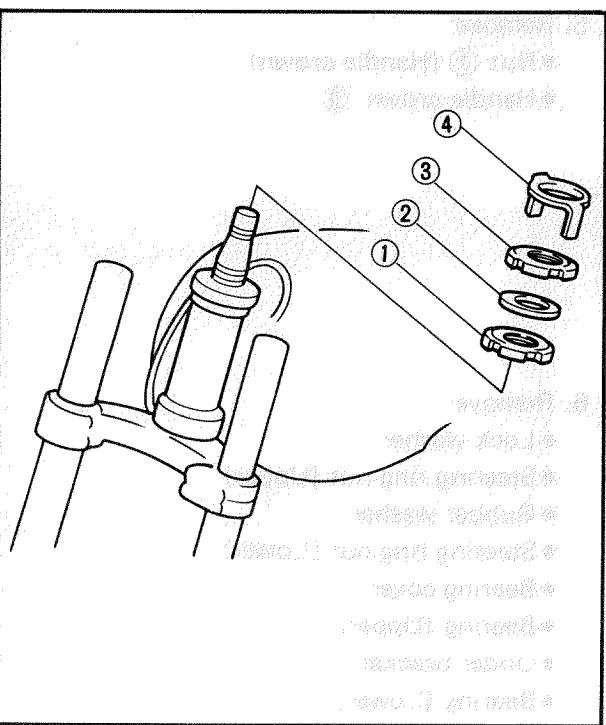
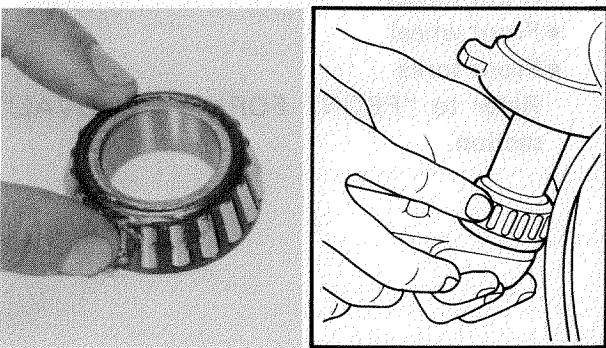
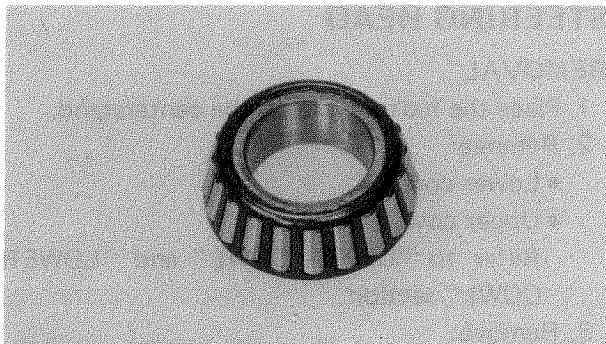
REMOVAL

1. Place the motorcycle on the centerstand.
2. Remove:
 - Lower cowl
 - Upper cowl

Refer to "UPPER COWL" and "LOWER COWL" section.
3. Remove:
 - Front fender
 - Front wheel
 - Front forks

Refer to "FRONT FORK – REMOVAL" section.
4. Remove:
 - Handlebar cover cap ①
 - Handlebar cover ②
5. Remove:
 - Nut ① (Handle crown)
 - Handle crown ②
6. Remove:
 - Lock washer
 - Steering ring nut (Upper)
 - Rubber washer
 - Steering ring nut (Lower)
 - Bearing cover
 - Bearing (Upper)
 - Under bracket
 - Bearing (Lower)





INSPECTION

1. Wash the bearings in a solvent.

2. Inspect:

- Bearings
Pitting/Damage → Replace.
- Bearing race
Pitting/Damage → Replace.

NOTE:

Always replace bearing and race as a set.

INSTALLATION

1. Grease the bearings and race.



Wheel Bearing Grease

2. Install:

- Bearing (Lower)
- Under bracket
- Bearing (Upper)
- Bearing cover
- Steering ring nut (Lower)

NOTE:

The tapered side of ring nut must face downward.

Steering head assembly steps:

- Tighten the ring nut (Lower) ①



50 Nm (5.0 m·kg, 36 ft·lb)

- Loosen the ring nut ① completely and retighten the ring nut to specification.



3 Nm (0.3 m·kg, 2.2 ft·lb)

WARNING:

Do not over tighten.

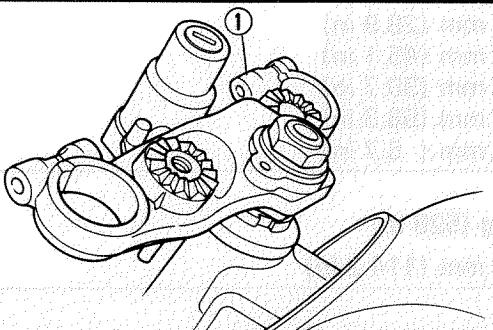
- Install the washer (Rubber damper) ②
- Install the ring nut (Upper) ③ and tighten it by hand and align slots of both ring nuts.
If not aligned, hold the ring nut ① and tighten the ring nut ② until they are aligned.



- Install the lock washer ④.

NOTE:

Make sure the lock washer tab is placed in the slots.

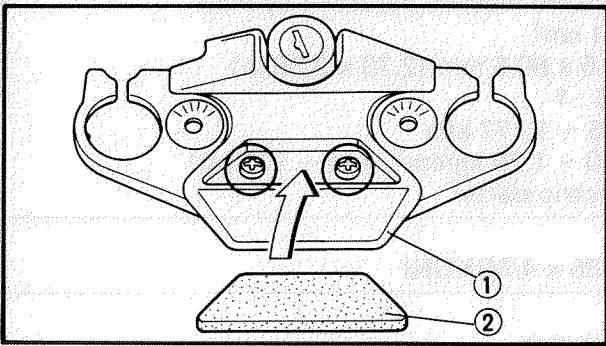
**3. Install:**

- Handle crown ①
- Nut (Handle crown)

4. Tighten:

- Nut (Handle crown)

 110 Nm (11.0 m·kg, 80 ft·lb)

**5. Install:**

- Handlebar cover ①
- Handlebar cover cap ②

6. Install:

- Front forks
- Front wheel
- Front fender

Refer to "FRONT FORK - INSTALLATION" section.

7. Install:

- Upper cowl
- Lower cowl

Refer to "UPPER COWL" and "LOWER COWL" section.



APPENDICES

SPECIFICATIONS

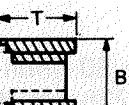
GENERAL SPECIFICATIONS

| Model | XJ900FN |
|-----------------------------|--|
| Model Code Number: | 58M |
| Frame Starting Number: | 58M-000101 |
| Engine Starting Number: | 58M-000101 |
| Dimensions: | |
| Overall Length | 2,215 mm (87.2 in) |
| Overall Width | 735 mm (28.9 in) |
| Overall Height | 1,145 mm (45.1 in) |
| Seat Height | 780 mm (30.7 in) |
| Wheelbase | 1,480 mm (58.3 in) |
| Minimum Ground Clearance | 145 mm (5.7 in) |
| Weight: | |
| With Oil and Full Fuel Tank | 240 kg (529 lb) |
| Minimum Turning Radius: | 2,900 mm (114.2 in) |
| Engine: | |
| Engine Type | Air cooled 4-stroke, DOHC |
| Cylinder Arrangement | Forward inclined parallel 4-cylinder |
| Displacement | 891 cm ³ |
| Bore x Stroke | 68.5 x 60.5 mm (2.70 x 2.38 in) |
| Compression Ratio | 9.6 : 1 |
| Compression Pressure | 785 ~ 1,177 kPa (8.0 ~ 1.20 kg/cm ² , 114 ~ 171 psi) |
| Starting System | Electric starter |
| Carburetor: | |
| Type/Manufacturer | BS36 x 4/MIKUNI |
| Transmission: | |
| Primary Reduction System | Spar gear |
| Primary Reduction Ratio | 97/58 (1.672) |
| Secondary Reduction System | Shaft drive |
| Secondary Reduction Ratio | |
| Transmission output | 48/37 (1.297) |
| Middle gear | 19/18 (1.055) |
| Final gear | 32/11 (2.909) |
| Transmission Type | Constant mesh 5-speed |
| Operation | Left foot operation |
| Gear Ratio | |
| 1st | 35/16 (2.187) |
| 2nd | 30/20 (1.500) |
| 3rd | 30/26 (1.153) |
| 4th | 28/30 (0.933) |
| 5th | 26/32 (0.812) |
| Shock Absorber: | |
| Front Shock Absorber | Coil spring/Oil damper |
| Rear Shock Absorber | Coil spring/Oil damper |
| Wheel Travel: | |
| Front Wheel Travel | 140 mm (5.5 in) |
| Rear Wheel Travel | 100 mm (3.9 in) |



MAINTENANCE SPECIFICATIONS

Engine

| Model | XJ900FN |
|----------------------|---|
| Cylinder: | |
| Material | Aluminum alloy with cast iron sleeve |
| Bore Size | 68.48 ~ 68.52 mm (2.696 ~ 2.698 in) |
| Taper Limit | 0.05 mm (0.0020 in) |
| Out of Round Limit | 0.01 mm (0.0004 in) |
| Piston: | |
| Piston Size | 68.44 ~ 68.48 mm (2.694 ~ 2.696 in) |
| Measuring Point (A) | 7.8 mm (0.307 in) (From bottom line of piston skirt) |
| Piston Clearance | 0.03 ~ 0.05 mm (0.0012 ~ 0.0020 in) |
| < Limit > | < 0.1 mm (0.004 in) > |
| Oversize | 69 mm (2.72 in) |
| Piston Pin Off Set | 0.5 mm (0.02 in) intake side |
| Piston Ring: | |
| Selectional Sketch | |
| Top Ring |  |
| 2nd Ring |  |
| Oil Ring |  |
| End Gap (Installed): | |
| Top Ring | 0.15 ~ 0.30 mm (0.0059 ~ 0.0118 in) |
| < Limit > | < 1.0 mm (0.039 in) > |
| 2nd Ring | 0.15 ~ 0.30 mm (0.0059 ~ 0.0118 in) |
| < Limit > | < 1.0 mm (0.039 in) > |
| Oil Ring | 0.3 ~ 0.9 mm (0.012 ~ 0.035 in) |
| < Limit > | < 1.5 mm (0.059 in) > |
| Side Clearance: | |
| Top Ring | 0.03 ~ 0.07 mm (0.0012 ~ 0.0028 in) |
| < Limit > | < 0.15 mm (0.0059 in) > |
| 2nd Ring | 0.02 ~ 0.06 mm (0.0008 ~ 0.0024 in) |
| < Limit > | < 0.15 mm (0.0059 in) > |
| Plating or Coating: | |
| Top Ring | Chrome plated, Ferox coating |
| 2nd Ring | Parkerrizing |
| Oil Ring | Chrome plated, Parkerrizing |



| Model | XJ900FN |
|---|---|
| Clutch: | |
| Friction Plate Thickness/Quantity < Wear Limit > | 3.0 ± 0.1 mm (0.12 ± 0.004 in)/8 < 2.8 mm (0.11 in) > |
| Clutch Plate Thickness/Quantity < Warp Limit > | 2.0 ± 0.1 mm (0.080 ± 0.004 in)/7 < 0.05 mm (0.002 in) > |
| Clutch Spring Free Length/Quantity | 51.8 mm (2.04 in)/6 |
| Minimum Length | 50.0 mm (1.97 in) |
| Primary Reduction Gear Backlash Tolerance | 118, 119 |
| Primary Drive Gear Backlash Number | 87 ~ 93 |
| Primary Driven Gear Backlash Number | 25 ~ 31 |
| Clutch Release Method | Pock & Pinion pull, Outer pull |
| Carburetor: | |
| Type/Manufacturer/Quantity | BS36/MIKUNI/4 |
| I.D. Mark | 58L00 |
| Fuel Level | 2 ~ 4 mm (0.08 ~ 0.16 in) |
| Float Height | 21.7 ~ 22.8 mm (0.85 ~ 0.90 in) |
| Main Jet | (M.J.) #107.5 |
| Main Air Jet | (M.A.J.) #45 |
| Jet Needle | (J.N.) 5FZ62-3 |
| Needle Jet | (N.J.) Y-0 (#318) |
| Pilot Air Jet | (P.A.J.) #160 |
| Pilot Outlet | (P.O.) φ0.85 |
| Pilot Jet | (P.J.) #40 |
| Pilot Screw (Turns out) | 2 and 1/2 |
| Valve Seat Size | φ2.3 |
| Starter Jet | (G.S.) #35 |
| Throttle Valve Size | 130 |
| Engine Idling Speed | 1,050 ± 50 r/min |
| Vacuum Pressure at Idling Speed | 215 ~ 225 mm Hg (8.46 ~ 8.85 in Hg) |

**Chassis**

| Model | XJ900FN |
|--------------------------|---|
| Steering System: | |
| Steering Bearing Type | Taper Roller Bearing |
| Lock-to-Lock Angle | 70° |
| Front Suspension: | |
| Front Fork Travel | 140 mm (5.51 in) |
| Fork Spring Free Length | 557.5 mm (21.95 in) |
| Spring Rate | |
| K1 | 8.3 N/mm (0.83 kg/mm, 46.5 lb/in) |
| K2 | 16.3 N/mm (1.63 kg/mm, 91.3 lb/in) |
| Spring Stroke | |
| K1 | 0.0 ~ 100 mm (0.0 ~ 3.94 in) |
| K2 | 100 ~ 140 mm (3.94 ~ 5.51 in) |
| Optional Spring | No |
| Oil Capacity | 276 cm ³ (9.71 Imp oz, 9.33 US oz) |
| Oil Level | 384 mm (15.12 in) |
| Oil Grade | From top of inner tube fully compressed without spring. Fork oil 5WT or equivalent |
| Rear Suspension: | |
| Shock Absorber Travel | 75 mm (2.95 in) |
| Spring Free Length | 237 mm (9.33 in) |
| Spring Rate | |
| K1 | 21.5 N/mm (2.15 kg/mm, 120.4 lb/in) |
| K2 | 30.0 N/mm (3.0 kg/mm, 168.0 lb/in) |
| Spring Stroke | |
| K1 | 0.0 ~ 36 mm (0.0 ~ 1.42 in) |
| K2 | 36 ~ 75 mm (1.42 ~ 2.95 in) |
| Optional Spring | No. |
| Wheel: | |
| Front Wheel Type | Cast wheel |
| Rear Wheel Type | Cast wheel |
| Front Rim Size/Material | MT2.15 x 18/Aluminum |
| Rear Rim Size/Material | MT2.75 x 18/Aluminum |
| Rim Runout Limit | |
| Vertical | 1.0 mm (0.04 in) |
| Lateral | 0.5 mm (0.02 in) |



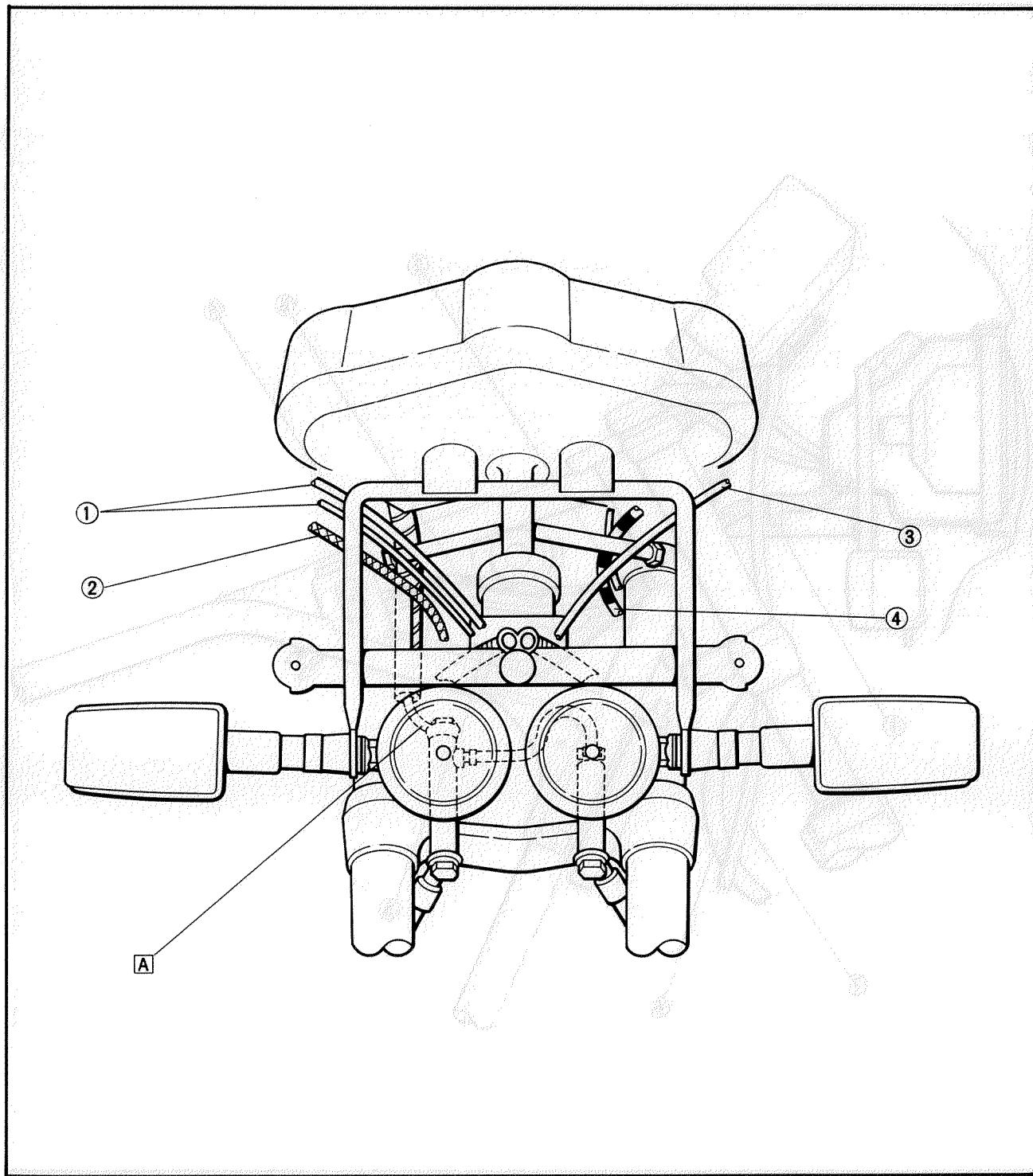
Electrical

| Model | XJ900FN |
|---------------------------------|---|
| Ignition System: | |
| Ignition Timing (B.T.D.C.) | 5°/1,050 r/min |
| Advanced Timing (B.T.D.C.) | 39°/6,500 r/min |
| | |
| Advancer Type | Electrical type |
| T.C.I.: | |
| Pick up Coil Resistance (Color) | 120Ω ± 10% at 20°C (68°F) (Orange – Black, Gray – Black) |
| T.C.I. Unit-Model/Manufacturer | TID14-37/HITACHI |
| Flasher Relay: | |
| Type | Condenser type |
| Model/Manufacturer | FU257CD/NIPPONDENSO |
| Self Cancelling Device | Yes. |
| Flasher Frequency | 75 ~ 95 cycle/min |
| Wattage | 27W × 2 + 3.4W |
| Rectifier: | |
| Model/Manufacturer | SH233-12/SHINDENGEN |
| Capacity | 15A |
| Withstand Voltage | 320V |
| Fuel Gauge: | |
| Model/Manufacturer | 31A/NIPPON SEIKI |
| Sender Unit Resistance: | |
| Full | 2 ~ 12Ω at 20°C (68°F) |
| Empty | 87.5 ~ 102.5Ω at 20°C (68°F) |
| Circuit Breaker: | |
| Type | Fuse |
| Amperage for Individual Circuit | |
| Main | 30A/1 pcs. |
| Headlight | 20A/1 pcs. |
| Signal | 10A/1 pcs. |
| Ignition | 10A/1 pcs. |
| Reserve | 30A/1 pcs. and 20A/1 pcs. |

CABLE ROUTING (1)

- ① Handlebar switch leads (Right)
- ② Throttle cable
- ③ Handlebar switch lead (Left)
- ④ Clutch cable

A Do not contact brake hose with front fork.



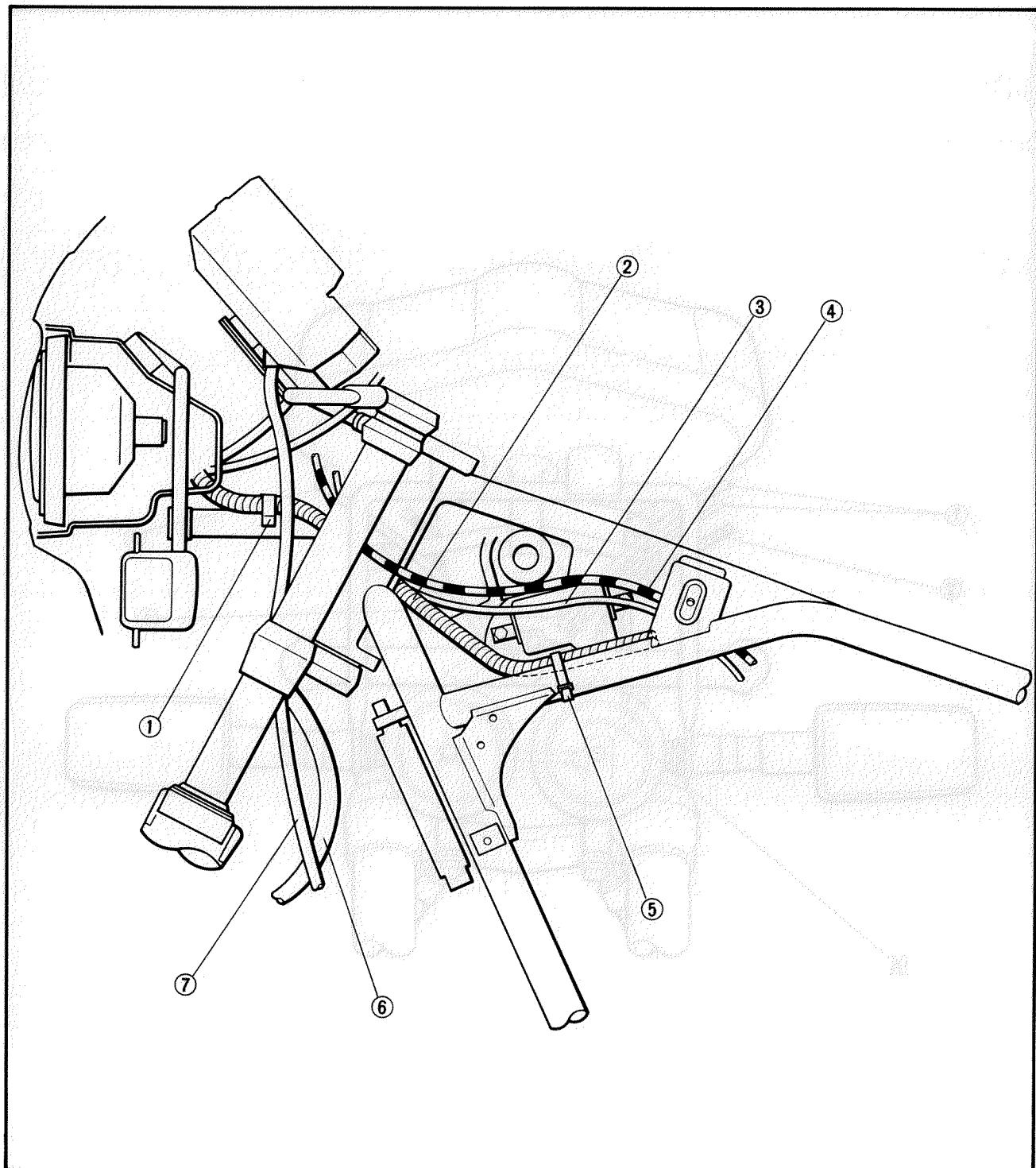


CABLE ROUTING (2)

- ① Clamp
- ② Wireharness
- ③ Starter cable
- ④ Clutch cable
- ⑤ Band
- ⑥ Brake hose
- ⑦ Speedometer cable

REAR DRIVELINE ASSEMBLY

WIRE HARNESS
CLAMP
STARTER CABLE
CLUTCH CABLE
BAND
BRAKE HOSE
SPEEDOMETER CABLE



ANHANG

TECHNISCHE DATEN

ALLGEMEINE TECHNISCHE DATEN

| Modell | XJ900F/XJ900 | | | | | | | | | | | |
|-----------------------------|--|------------|--------|--|-------|--------|-------------|------|------|---------|------|------|
| Modell-Code-Nummer: | 1FW (Für Deutschland), 58N (Für Schweiz) 58L (Für andere) | | | | | | | | | | | |
| Rahmen-Anfangsseriennummer: | 58L-010101 (Für Deutschland) 31A-050101 (Für Schweiz) 58L-000101 (Für andere) | | | | | | | | | | | |
| Motor-Anfangsseriennummer: | 58L-010101 (Für Deutschland) 31A-050101 (Für Schweiz) 58L-000101 (Für andere) | | | | | | | | | | | |
| Abmessungen: | | | | | | | | | | | | |
| Gesamtlänge | 2,260 mm (89,0 in) (Für Finnland) 2,215 mm (87,2 in) (Für andere) | | | | | | | | | | | |
| Gesamtbreite | 735 mm (28,9 in) | | | | | | | | | | | |
| Gesamthöhe | 1,145 mm (45,1 in) (Für XJ900) 1,245 mm (49,0 in) (Für XJ900F) | | | | | | | | | | | |
| Sitzhöhe | 790 mm (31,1 in) | | | | | | | | | | | |
| Radstand | 1,480 mm (58,3 in) | | | | | | | | | | | |
| Mindestbodenfreiheit | 150 mm (5,9 in) (Für XJ900) 145 mm (5,7 in) (Für XJ900F) | | | | | | | | | | | |
| Vergasser: | | | | | | | | | | | | |
| Bauart | BS35 x 4 (Für Schweiz) BS36 x 4 (Für andere) | | | | | | | | | | | |
| Hersteller | MIKUNI | | | | | | | | | | | |
| Kraftstoff: | | | | | | | | | | | | |
| Kraftstofforte | Normalbenzin | | | | | | | | | | | |
| Kraftstofftank | 21 L (4,62 Imp gal, 5,55 US gal) (Für Deutschland) 22 L (4,84 Imp gal, 5,81 US gal) (Für andere) 5 L (1,10 Imp gal, 1,32 US gal) | | | | | | | | | | | |
| Hersteller | | | | | | | | | | | | |
| Reifen: | | | | | | | | | | | | |
| Bauart | Schlauchlos | | | | | | | | | | | |
| Größe: Vorne | 100/90-V18 | | | | | | | | | | | |
| Größe: Hinten | 120/90-V18 | | | | | | | | | | | |
| Hersteller/Bauart | | | | | | | | | | | | |
| | <table border="1"> <thead> <tr> <th rowspan="2">Hersteller</th><th colspan="2">Bauart</th></tr> <tr> <th>Vorne</th><th>Hinten</th></tr> </thead> <tbody> <tr> <td>BRIDGESTONE</td><td>G515</td><td>G516</td></tr> <tr> <td>PIRELLI</td><td>MT29</td><td>MT28</td></tr> </tbody> </table> | Hersteller | Bauart | | Vorne | Hinten | BRIDGESTONE | G515 | G516 | PIRELLI | MT29 | MT28 |
| Hersteller | Bauart | | | | | | | | | | | |
| | Vorne | Hinten | | | | | | | | | | |
| BRIDGESTONE | G515 | G516 | | | | | | | | | | |
| PIRELLI | MT29 | MT28 | | | | | | | | | | |
| Stoß dämpfer: | | | | | | | | | | | | |
| Vorderrad | Schraubenfeder, Öldämpfer | | | | | | | | | | | |
| Hinterrad | Schraubenfeder, Öldämpfer (Für XJ900) Schraubenfeder, Öldämpfer Gas (Für XJ900F) | | | | | | | | | | | |

APPX**WARTUNGSDATEN**

| Modell | XJ900F/XJ900 |
|-----------------------------------|---|
| Hub des Rads: | |
| Vorderrad | 140 mm (5,5 in) |
| Hinterrad | 100 mm (3,9 in) |
| Glühbirnen Leistung x pcs. | |
| Scheinwerfer | 60W/55W x 1 |
| Blinklicht | 21W x 4 |
| Schluß/Bremsleuchte | 5W/21W x 2 |
| Instrumentenbeleuchtung | 3,4W x 2 (Für XJ900) 3,4W x 6 (Für XJ900F) |
| Zusatzlampe | 3,4W x 1 (Für England) 4W x 1 (Für andere) |

WARTUNGSDATEN**Motor**

| Modell | XJ900F/XJ900 |
|----------------------------------|---|
| Vergaser: | |
| Bauart/Hersteller/Anzahl | BS35/MIKUNI/4 (Für Schweiz) BS36/MIKUNI/4 (Für andere) |
| Identifikationsmarkierung | 31A10 (Für Schweiz) 58L00 (Für andere) |
| Hauptdüse | (M.J.) |
| Hauptluftdüse | (M.A.J.) |
| Düsennadel | (J.N.) |
| Nadeldüse | (N.J.) |
| Drosselventil | (Th.V.) |
| Leerlaufdüse | (P.J.) |
| Leerlaufluftdüse | (P.A.J.) |
| Leerlaufschaube | (P.S.) |
| Größe des Leerlaufauslasses | (P.O.) |
| Starterdüse | (G.S.) |
| Ventilsitzgröße | (V.S.) |
| Kraftstoffstand | (F.L.) |
| Schwimmerhöhe | (F.H.) |
| Motor-Leerlaufdrehzahl | |
| Unterdruck bei Leerlaufdrehzahl | |

**Fahrgestell**

| Modell | XJ900F/XJ900 |
|---|--|
| Vorderradaufhängung: Hub der Vorderradgabel Ungespannte Federlänge Federkonstante/Hub | K1 140 mm (5,5 in) 557,5 mm (21,9 in) 8,3 N/mm (0,832 kg·f/mm, 46,6 lb/in) 0 ~ 100 mm (0 ~ 3,94 in) K2 16,2 N/mm (1,625 kg·f/mm, 91,0 lb/in) 100 ~ 140 mm (3,94 ~ 5,5 in) |
| Zusätzliche Feder Öleinfüllmenge Ölstand | No 276 cm ³ (9,71 Imp oz, 9,33 US oz) 348 mm (13,7 in) (Von der Oberkante des inneren Rohres, wenn dieses ohno Fedor ganz zusammengedrückt ist.) |
| Ölsorte | SAE 5W SE Motoröl oder gleichwertiges Schmiormittel |
| Hinterradaufhängung (Für XJ900): Hub des Stoßdämpfers Ungespannte Federlänge Federkonstante/Hub | K1 75 mm (2,95 in) 237 mm (9,33 in) 21,5 N/mm (2,15 kg/mm, 120,4 lb/in) 0 ~ 36 mm (0,0 ~ 1,42 in) K2 30,0 N/mm (3,0 kg/mm, 168,0 lb/in) No |
| Zusätzliche Feder Gasdämpferdruck (Für XJ900F) STD < Min. ~ Max. > | 150 kPa (15 kg/cm ² , 213 psi) < 145 kPa ~ 155 kPa (14,5 ~ 15,5 kg/cm ² , 206 ~ 220 psi) > |
| Felge: Varderrad: Hinterrad: Varderrad Felgengröße/Material Hinterrad Felgengröße/Material Felgen-Verschleißgrenzen: | Gußfelge Gußfelge MT2,15 x 18/Aluminium MT2,75 x 18/Aluminium Senkrecht Seitlich 1,0 mm (0,04 in) 0,5 mm (0,02 in) |



Elektrische Anlage

| Modell | XJ900F/XJ900 |
|--|---|
| Zündsystem: Zündzeitpunkt (Vor dem oberen Totpunkt) Voreilzeit (Vor dem oberen Totpunkt) | 5° bei 1.050 U/min 40° bei 5.500 U/min (Für Schweiz) |
| | <p>Graph showing Zündzeitpunkt (Vor dem oberen Totpunkt) vs. Motordrehzahl (x 10³ U/min). The Y-axis ranges from 0 to 40°, and the X-axis ranges from 1 to 10. Curves are shown for different RPM values:</p> <ul style="list-style-type: none"> 33,5° ± 2° / 3.500 U/min 39,5 ± 2° / 6.000 U/min 38,5 ± 2° / 5.000 U/min 2.900 ± 300 U/min / 30° 1.600 ± 225 U/min / 7° 5° ± 1° / 1.050 U/min |
| Zündversteller | Elektrische Anlage |
| T.C.I.: Eiderstand der Aufnahmespule (Farbe) T.C.I. – Einheit-Modell/Hersteller | 120Ω ± 20% bei 20°C (68°F) (O – B, Gy – B) TID14-19/HITACHI (Für Schweiz) TID14-37/HITACHI (Ausgenommen für Schweiz) |
| Ölstandsgeber: (Ausgenommen für XJ900) Hersteller | NIPPONDENSO |

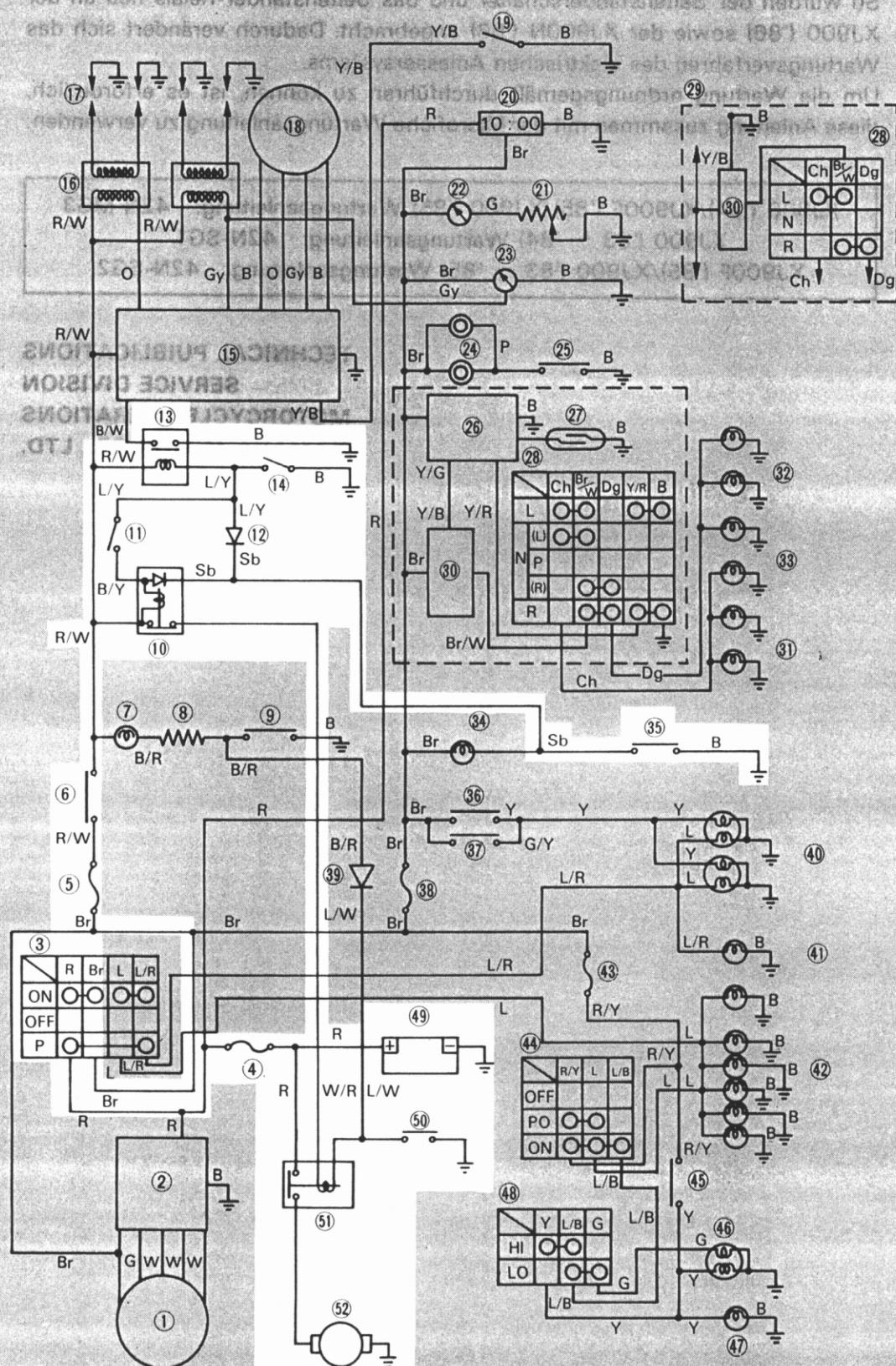
ELEC



ELEKTRISCHER ANLASSER

ELEKTRISCHE ANLAGE

ELEKTRISCHER ANLASSER SCHALTPLAN





DAS ZUVOR ERWÄHNTES SCHALTSCEMMA ZEIGT EINEN INTEGRIERTEN ANLASSERSTROMKREIS.

- | | |
|--|--|
| (1) Drehstrom-Lichtmaschine | (27) Zungenschalter |
| (2) Gleichrichters und Spannungsreglers | (28) Blinklichtschalter "TURN" |
| (3) Hauptschalter | (29) Für Deutschland |
| (4) Sicherung (Hauptsicherung) | (30) Blinkerrelais |
| (5) Sicherung (Zündung) | (31) Blinkleuchte (Links) |
| (6) Motorstoppschalter "ENGINE STOP" | (32) Blinkleuchte (Rechts) |
| (7) Öl-Anzeigelampe "OIL" | (33) Blinkleuchte-Kontrolllampe "TURN" |
| (8) Widerstand | (34) Leerlauf-Kontrolllampe "NEUTRAL" |
| (9) Ölstandschanter | (35) Leerlaufkontrol |
| (10) Unterbrechungsschalter des anlaßstromkreises | (36) Hinterrad Bremslichtschalter |
| (11) Kupplungsschalter | (37) Vorderrad-Bremslichtschalter |
| (12) Diode | (38) Sicherung (Signalsicherung) |
| (13) Seitenständerrelais | (39) Diode |
| (14) Seitenständerrelais | (40) Schluß-Bremsleuchte |
| (15) Zündung | (41) Mummernschidbeleuchtung |
| (16) Zündspule | (42) Instrumenten-Kontrolllampe |
| (17) Zündkerze | (43) Sicherung (Scheinwerfersicherung) |
| (18) Suchspule | (44) Lichtschalter "LIGHTS" |
| (19) Überdrehzahlschanter | (45) Blinkerschalter |
| (20) Digitaluhr | (46) Scheinwerfer |
| (21) Kraftstoffzuleitung | (47) Fernlicht-Kontrolllampe "HIGH BEAM" |
| (22) Kraftstoffmesser | (48) Lichtschalter "LIGHTS" (Dimmer) |
| (23) Tachometer | (49) Batterie |
| (24) Hupe | (50) Anlaßerschalter |
| (25) Signalhornschalter "HORN" | (51) Relaisschalter |
| (26) Blinker-Abschaltautomatik | (52) Anlasser |

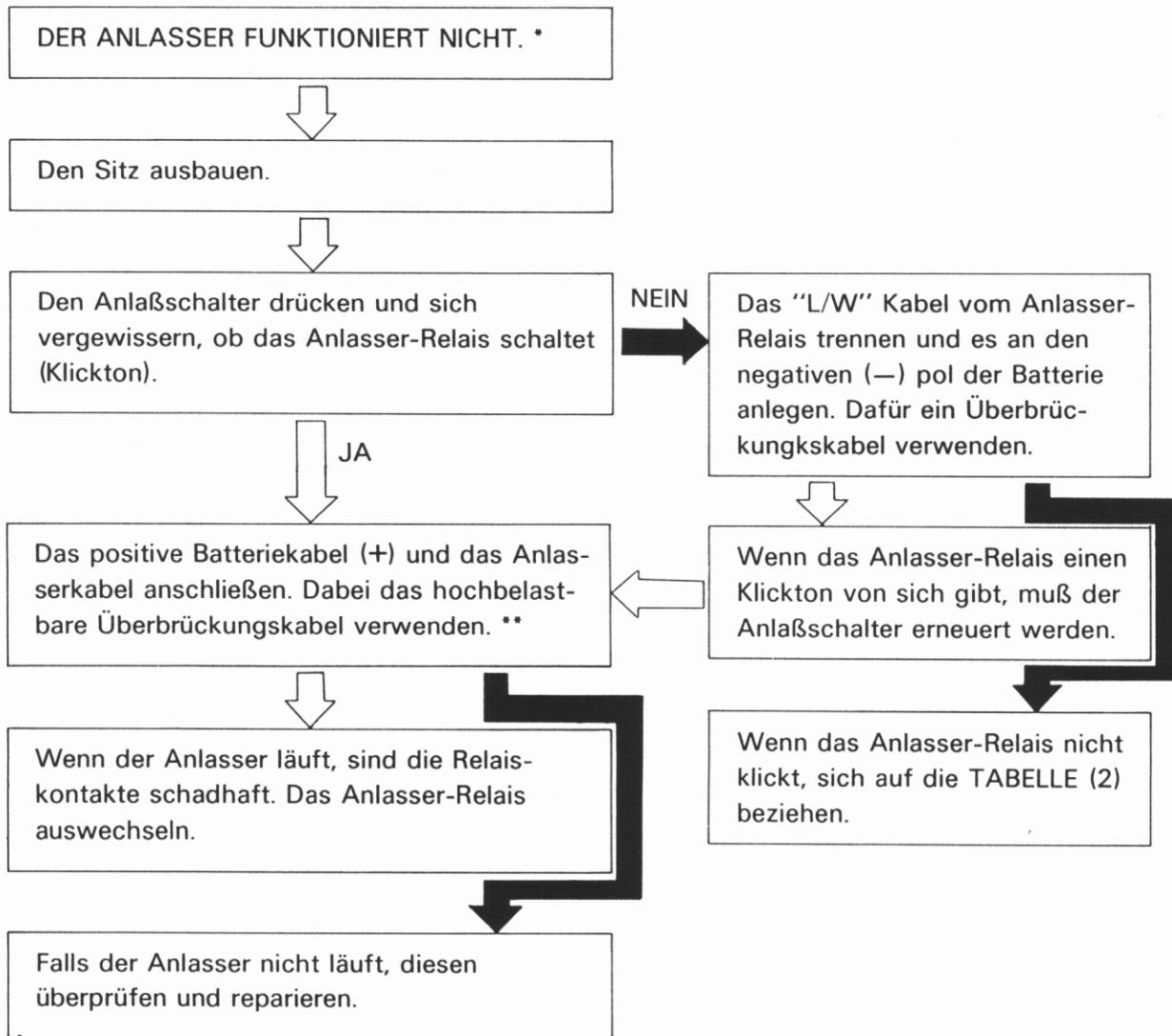
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ELEKTRISCHER ANLASSER

FEHLERSUCHE

Fehlersuchtabelle (1)



* **ANMERKUNG:** _____

Sichergehen, daß die Batterie vollkommen geladen ist.

** **WARNUNG:** _____

Dieser Test muß innerhalb weniger Sekunden durchgeführt werden, um weitere Beschädigungen zu vermeiden. Es dürfen sich auch keine leicht entzündbaren Flüssigkeiten in der Nähe des Anlasser-Relais befinden.



Fehlersuchtabelle (2)

DER ANLASSER FUNKTIONIERT NICHT



Das Anlasser-Relais und den Anlasser überprüfen. Sich dabei auf die TABELLE (1) beziehen.



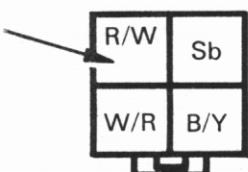
Den sitz ausbauen und den Anlasserkreis des Austrück-Relais unterbrechen.



Die am "R/W" Kabel vorherrschende Spannung (12V) überprüfen.

NEIN

Auf freiliegende oder schlechte Anschlußstellen zwischen dem Hauptschalter und dem Relais überprüfen.



Den Anlasserkreis des Ausrück-Relais wieder anlegen.



Das "B/Y" Kabel an "ground" (Masse) des Rahmens anschließen. Dazu ein Überbrückungskabel verwenden.

NEIN

Wenn das Relais keinen Klickton erzeugt, muß es ausgewechselt werden.



Wenn das Relais klickt, die Schalter für den Anlasser, die kupplung sowie den Leergang überprüfen. Den (die) Schalter erneuern, falls erforderlich.

ELEC



ELEKTRISCHER ANLASSER

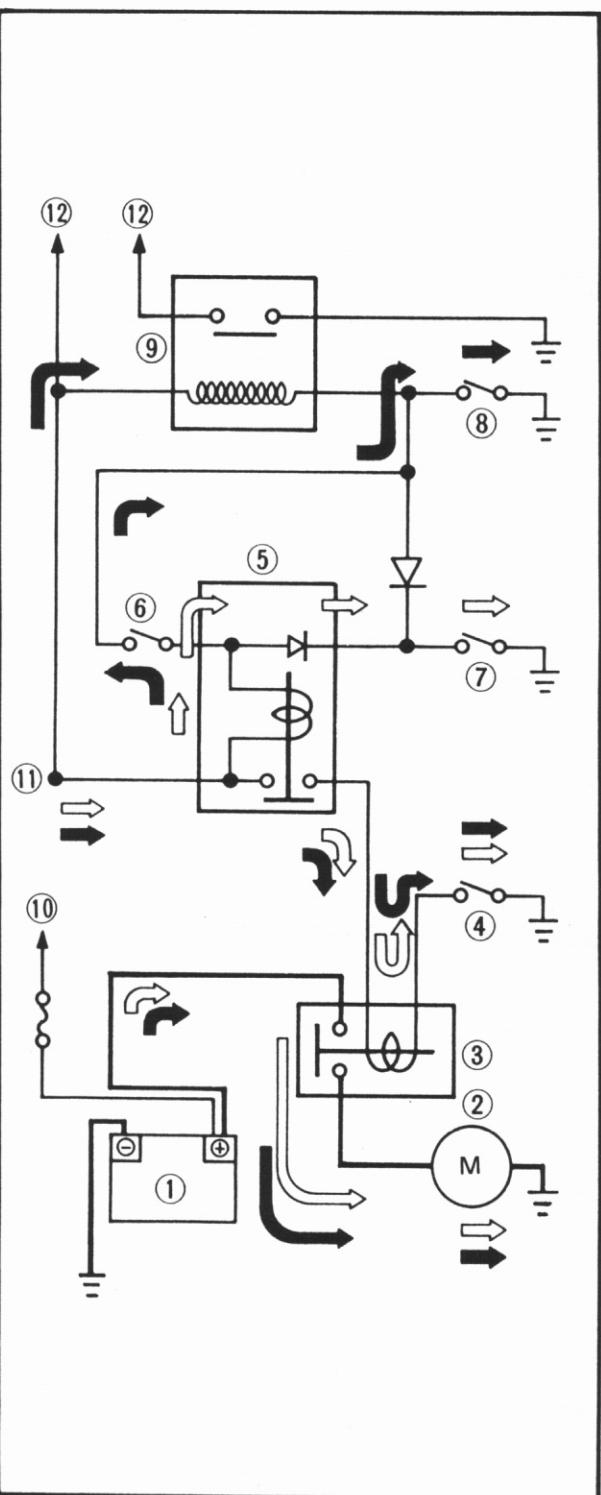
ANLASSERKREIS-UNTERBRECHUNG

Hier handelt es sich um ein Anlasserkreis-Unterbrechungssystem, welches wie folgt funktioniert:

Anlasserkreisfunktion

Der Anlasserkreis besteht bei diesem Modell aus dem Anlasser, dem Anlasser-Relais, dem Anlasser-Ausrückrelais, dem Leergangschalter, dem Kupplungsschalter, dem Seitenständerschalter sowie dem Seitenständerschalter.

Wenn beide Schalter, der Motor-Stoppschalter und der Hauptschalter eingeschaltet sind, so kann der Anlasser nur funktionieren wenn:



Sich das Getriebe in der Leerlaufposition befindet (Leergangsschalter ist eingeschaltet),

oder

Wenn der Kupplungshebel an die Lenkstange herangezogen wird (Der kupplungsschalter ist aktiviert) und der Seitenständerschalter nach oben geklappt ist (Der Seitenständerschalter ist aktiviert).

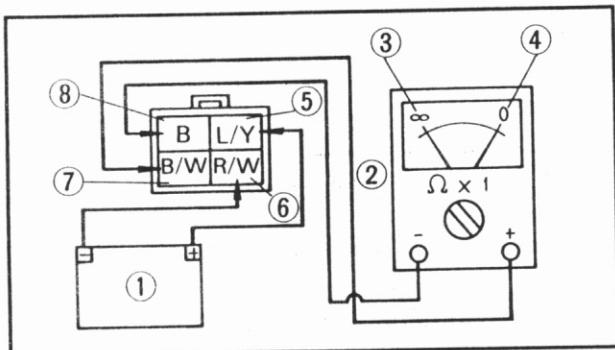
Das Anlasser-Ausrückrelais sperrt die Anlasserfunktion, wenn beide der oben genannten Bedingungen nicht erfüllt werden. In diesem Beispiel ist das Anlasser-Ausrückrelais deaktiviert. Dem Anlasser wird somit keine Spannung zugeführt.

Wenn eine der beiden vorhergehenden Bedingungen erfüllt sind, wird das Anlasser-Ausrückrelais aktiviert, und der Motor kann durch Betätigung des Anlasserschalters gestartet werden.

WENN SICH DAS GETRIEBE IN LEERLAUFPPOSITION BEFINDET.
WENN DER SEITENSTÄNDER HOCHGEKLAPPT IST UND DER KUPPLUNGSHEBEL NACH INNEN GEZOGEN WURDE.

- (1) Batterie
- (2) Anlasser
- (3) Anlasser-Relais
- (4) Anlasserschalter
- (5) Anlasser-Ausrückrelais
- (6) Kupplungsschalter
- (7) Leergangsschalter
- (8) Seitenständerschalter
- (9) Seitenständerschalter
- (10) Zum Hauptschalter
- (11) Vom Motor-Stoppschalter
- (12) Zur Zündung

ELEKTRISCHER ANLASSER



ÜBERPRÜFUNG DES SEITENSTÄNDER- RELAIS

1. Ausbau:

- Sitz
- Seitenständer-Relais

2. Überprüfung:

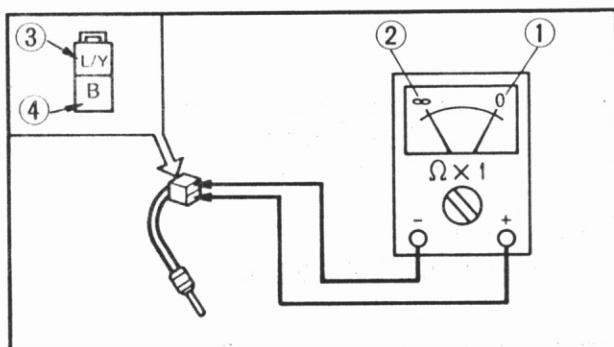
- Kontakte des Seitenständer-Relais
Außerhalb des Grenzwertes →
Relais erneuern.

Dazu die 12V Batterie (1) sowie das Taschenprüfgerät (2) (90890-03112) benutzen.



Batterie angeschlossen (3) : ∞
Batterie abgeklemmt (4) : 0Ω

- (5) Blau/Gelb
- (6) Rot/Weiß
- (7) Schwarz/Weiß
- (8) Schwarz



ÜBERPRÜFUNG DES SEITENSTÄNDER- SCHALTERS

1. Ausbau::

- Seitliche Abdeckung (links)

2. Trennen:

- 2-polige Steckverbindung
(Blau/Gelb und Schwarz)

3. Überprüfung:

- Kontakte des Seitenständerschalters
Außerhalb des Grenzwertes → Schalter
erneuern.



Seitenständer hochgeklappt (1) :
 0Ω
Seitenständer unten (2) : ∞

- (3) Blau/Gelb
- (4) Schwarz

APPX



ALLGEMEINE TECHNISCHE DATEN/ WARTUNGSDATEN

ANHANG

TECHNISCHE DATEN

ALLGEMEINE TECHNISCHE DATEN

| Modell | XJ900N/XJ900 |
|------------------------------|---|
| Modell — Code — Nummer | 1FW: Dänemark, Deutschland, Norwegen, Schweden 58L: Österreioh, Finnland, Deutschland, Schweden, England 58N: Schweiz |
| Motor — Anfangsseriennummer | 1FW: 58L-013101 58L: 58L-000101 58N: 31A-050101 |
| Rahmen — Anfangsseriennummer | 1FW: 58L-013101 58L: 58L-000101 58N: 31A-050101 |

WARTUNGSDATEN

Electrische Anlage

| Modell | XJ900N/XJ900 |
|--|--|
| Seitenständerrelais: Modell/Hersteller Spulenwiderstand Diode | 4U8/OMRON 68 ~ 83 Ω bei 20°C (68°F) NO |