

Japanese home market models.

Little is known about these models outside Japan. They were made exclusively for the Japanese market so there is little or no English literature available. The odd sample has leaked out to the English speaking world, primarily Australia and New Zealand, probably as a result of private or grey market importation. Here is a summary of what we know.

XJ400 (1980)

Air cooled DOHC inline 4 398cc. The first XJ400. An all new engine in a tubular steel double cradle frame. Rated to develop 45ps @ 10000rpm and 3.5kgm of torque at 8000rpm. New design cast wheels sized 3.00-19 up front and 110/90-18 on the rear. Front double disk + rear wheel drum brake. Tubular steel swingarm supported with dual adjustable preload shock absorbers.



XJ400 (1981)

Air cooled 4stcDOHC inline 4 398cc. YICS was added for the 1981 model, improving driveability and fuel economy improvement in the midrange. The front double disks were slotted. There is no modification in the basic specifications. The XJ400D variant (pictured above) was fitted with 4 mufflers, blacked out engine paint, and adjustable rear shocks. Specifications of 45.0ps/10000rpm and the 3.50kg*m/8000rpm are same, but dry weight was 4kg more. Price difference was 20000 yen.

スポーツ XJ400 Special 1981



XJ400 Special (1981)

Another variant was the “American” styled Special. The same air cooled 4stroke DOHC inline 4 398cc engine was placed in the a modified version of the metal tubing double cradle frame used for the North American XJ550. The frame has a lowered the seat rail, but the bodywork is common to the original 550. Engine output is slightly reduced: 42ps/10000rpm and 3.4kg*m/8000rpm. Slash-cut mufflers, cast wheels of F3.25-19 and R130/90-16, stepped seat, cast passenger grab rail and a single front disk on the left side are other obvious differences from the base model.



XJ400Z (1983)

1983 produced a full model change.

The new design Water cooled 4stroke DOHC 4 valve inline 4 399cc.water engine was loaded onto the metal tubing double cradle frame, rear wheel support became the link type single shock. The styling was based on the XJ750E-II. The XJ400Z-S variant was fitted with a bikini cowl and rectangular headlight. Tandem passenger grips, were blend in with the integrated tail and turn signals the tail cowl. The engine is YICS equipped and delivered 55.0ps/11500rpm 3.50kg*m/10000rpm to the 6 speed transmission. Cast wheels sported of F90/90-18 and R110/90-18 and were based on the same new design as XJ750E-II. 3 slotted disks were installed for brakes. This model evolved into the FZR400R in 1984 as the demand for sport bikes increased.



XJ400Z-S (1983)

XJ400Z-E (1984)

Parallel to the FZ400R, the Z-E variant continued essentially unchanged in 1984 as a standard offering. There was a minor design change to the bikini cowl and the shape of the muffler.

XJ750A (1981)

Air cooled 4stcDohc inline 4 748cc. Essentially the same as the XJ750RH sold elsewhere in the world, but equipped with a factory oil cooler. All other specifications are the same.



XJ750E (1981)

This is the XJ650R export model fitted with the 750R (or A) engine and slotted front disk brakes. At the time 750 class bikes were the largest allowed in the Japanese home market and this bike was designed to be an unobtrusive “sports” version (ie: read “cheaper” version) to compliment the flashier high-tech 750A model.

XJ750D 1982



1982 saw the introduction of the XJ750D. Equipped with the same air cooled 4stroke DOHC inline 4 748cc engine as the previous year's E model, but installed in much the same frame and sleek bodywork as the 650 Turbo. The large-sized full cowl extended beyond the front axle with integrated turn signals providing wind protection for the hands and the fairing extending downward shielding the rider's legs. The big feature of this bike is the fuel injection system, although power output remained the same as the carbureted version at 70.0ps/9000rpm and 6.20kg*m/7000rpm. Wheels of 3.50-19 up front and 120/90-18 behind were cast in the same design as XZ. Perforated double disks were mounted up front with a drum brake stopping the rear. Front forks were equipped with an anti-dive system while the rear shocks were air adjustable. Tandem passenger grip rails were integrated into the seat design on either side.



XJ750E-II (1983)

1983 saw the 750E grow into the E-II model. Fitted to the larger frame used elsewhere for the 900R, the engine grew to 749cc thanks to a 0.1mm extended stroke. Larger valves, reworked cams and slightly larger Mikuni carbs bumped the power specifications to 72.0ps/9000rpm and 6.20kg*m/7000rpm. Unlike the 1984 XJ750RL exported to some markets, this model retained the anti-dive front forks of its bigger brother. In fact, the only obvious difference is the muffler design.

XJ750D-II (1983) Very little was changed from the previous year's D model. A minor change in the graphics, front brakes were borrowed from the E-II, the front fork lowers were painted black and an audio system was added. But this bike is still historically significant: this bike is the first production motorcycle to sport OEM radial tires. F100/90-18 and R120/90-18



1992-1993 Diversion XJ400S. The XJ400S was basically a sleeved-down version of the 600, itself not the fastest bike on earth. The 400 had a unique narrow fairing, split vertically and bolted together with about 60 cm missing compared with the 600 item. The 400 also had different passenger footrests, mounted at the rear of larger, longer footrest/muffler mounting castings (also unique to the 400). It bombed badly as almost any other 400 was faster and more fun. 400cc for 42hp.

These are not strictly a home-market only item. Besides Japan the XJ400S has also been sold in Israel where beginners must drive for one year on a bike with no more than 500cc.



2001 XJ400R

Rather retro in appearance the 400 has gone from single-shock rear suspension back to dual gas-charged shocks. The 4-1 exhaust is very 80's like up front compared to the criss-crossed version from the previous decade and the polished fins on black engine paint makes it look like it was lifted straight out of the old XJ650 Seca. Brakes have been upgraded to dual drilled disks with 4-pot Brembo calipers up front, the race-style can muffler looks aftermarket and those BT020 radials were never worn by an 80's vintage machine.