

XVZ12T



SPECIALLY BRED FOR A SPECIAL BREED OF RIDER— THE YAMAHA XVZ12T.

The Yamaha XVZ12T is a special breed of motorcycle for a special breed of rider. Our first purpose-built Grand Tourer made explicitly for the long distance man who measures his trips in terms of hours in the saddle rather than mere miles on the road. Designed purely and simply as a touring machine, with no other role in the motorcycle spectrum but to cover the miles at speed without taking its toll on the rider in either mental or physical fatigue.

Strange things happen to normal motorcycles when fully-loaded for touring. The extra weight, often added in places where it shouldn't be, has a detrimental effect on handling and cumbersome weather protection plays havoc with aerodynamic efficiency.

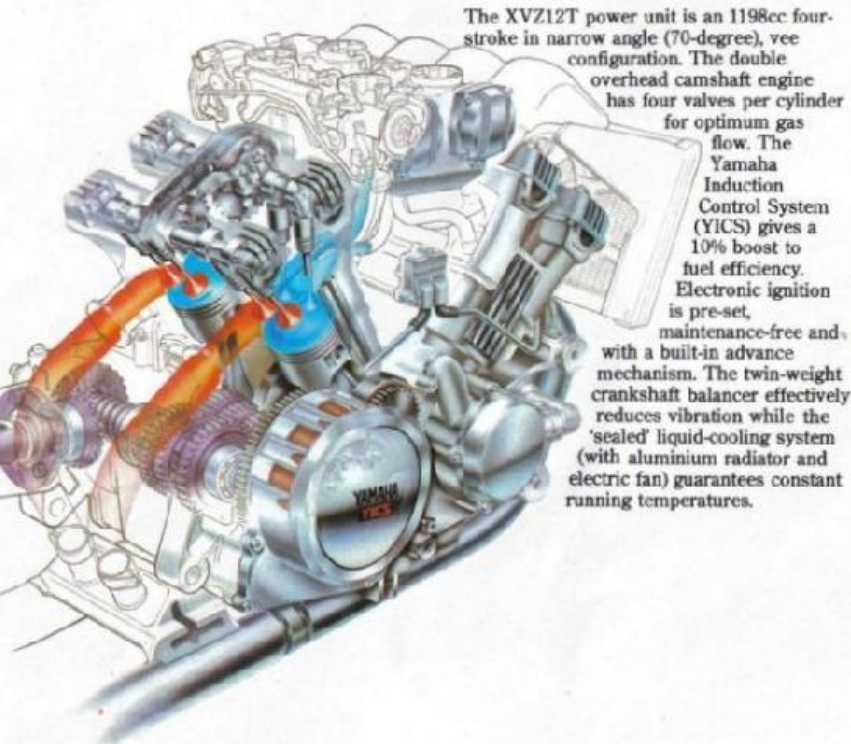
That's why the Yamaha *isn't* a 'normal' motorcycle but a two-wheeled tourer, built to be ridden fully-laden with luggage and passenger. Weight distribution has been carefully calculated, with even the 20-litre fuel tank repositioned beneath the seat to lower the centre of gravity and centralize the weight mass.

The amazing Computer Levelling Air Suspension System (CLASS) uses an on-board microcomputer and air pump to allow the rider to punch in his desired suspension settings, front and rear, so that the XVZ12T rides straight and level under any road conditions.

Finally, the bodywork, travel trunk and fairing are integrated into a stylish unit and wind tunnel tested to achieve the best possible air penetration with total stability.

So intent were we on producing the best machine for the job that we even ignored our own, perfectly adequate, existing engines and

built a completely new one. We proudly and honestly believe it to be the best touring motorcycle engine yet produced. A big, smooth-running vee-four of 1198cc, with immense torque and powerful enough to guarantee fast highway speeds without screaming into the five-figure rpm band. With the XVZ12T, Yamaha set out to build the supreme Grand Tourer. Check one out and we're sure you'll agree that we succeeded.



The XVZ12T power unit is an 1198cc four-stroke in narrow angle (70-degree), vee configuration. The double overhead camshaft engine has four valves per cylinder for optimum gas flow. The Yamaha Induction Control System (YICS) gives a 10% boost to fuel efficiency. Electronic ignition is pre-set, maintenance-free and with a built-in advance mechanism. The twin-weight crankshaft balancer effectively reduces vibration while the 'sealed' liquid-cooling system (with aluminium radiator and electric fan) guarantees constant running temperatures.



The Computer Levelling Air Suspension System (CLASS) permits the rider to select his own ride height, and front and rear spring pre-load settings. An on-board air pump is computer controlled, with pressure lines to both front and rear suspension units. The rider simply punches in the numbers and CLASS sets the suspension pressures required.



The Computer Monitoring System keeps an electronic watch on vital machine functions so that the rider is always aware of fuel, oil and coolant levels, brake efficiency and other items essential to peace of mind on a long run.



The comprehensive fairing protects the rider from wind and weather and has been wind tunnel tested to guarantee machine stability at speed. Ventilators allow the rider to direct a cooling airflow over either chest or legs and can be closed completely in cold conditions.



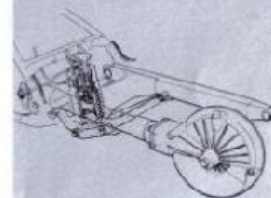
The controls on the XVZ12T have been ergonomically designed so that their operation becomes an automatic procedure in the rider's mind. They are all clustered within fingertip reach: light switches, remote choke lever, turn signals, even the ventilation controls ... all right at hand.



Inside the fairing, you'll find all the comforts — full, easy-to-read meter console with LCD digital clock, coolant temperature gauge and voltmeter; an optional audio system including

AM/FM radio, cassette stereo and weatherproof speakers; handy remote beam adjuster for headlamp; plus a convenient steering lock included in the ignition switch.

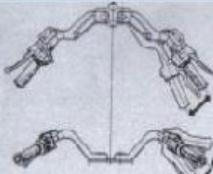
The saddlebags and travel trunk have a huge carrying capacity and are easily removed for use as 'suitcases' on overnight stops. They each have carrying grips and anti-theft locks operated by the ignition key.



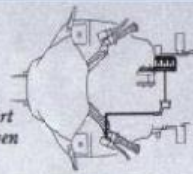
The single-shock Monocross suspension has its components mounted low down and centrally to aid stability and manoeuvring ease. The linkage between shock absorber and swinging arm exerts added damper pressure in rising proportion to spring compression.



CLASS uses an on-board compressor to control front and rear spring loads via air pressure. Fluorescent display read-out on the cockpit control panel shows the rider the individual settings. He can increase or decrease front or rear pressures by the push of a button.




The handlebars are adjustable for both reach and grip angle so that the rider may achieve the perfect riding position for himself.



The hydraulic clutch gives a smooth action without any real effort on the part of the rider. Fatigue on long runs will be reduced, even if there is plenty of gear changing needed.

The dual seat has been orthopaedically designed to provide individual support for both rider and passenger. Riders will appreciate the low (790mm) seat height and passengers can relax against the backrest on the travel trunk.

The 20-litre fuel tank is mounted below the seat to keep the centre of gravity as low as possible and concentrate the weight around the centre of the bike. An electromagnetic pump raises the fuel to the four downdraught carburettors.



Everything possible has been done for a perfect seating position. Both footrests and control pedals can be moved backward and forward and even the passenger footrests are adjustable.

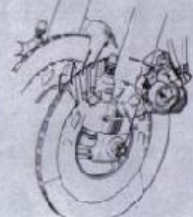
The shaft drive means clean, quiet riding and no rider maintenance or adjustments en route. Gear changing is smoothed out by the new triple-axle design with torsional dampers.

The five-speed transmission has close ratios that permit faster, smoother gear changes. The high torque of the vee-four engine gets the large machine smartly off the mark.


The lens of both the bright 60/55W quartz-halogen headlight and the high-visibility turn signals are fitted flush with the fairing so as not to detract from its aerodynamic efficiency.

Heavyweight fork stanchions aid directional stability on bumpy roads. Fork operation is air-assisted and the damping system is linked to the front brake hydraulics so that resistance increases when the brakes are applied. This keeps the big machine stable and level under heavy braking.

The front left brake disc and rear brake are applied simultaneously via the foot pedal, thanks to Yamaha's Combined Braking System. The front right disc is independently operated by the handlebar lever. The system combines with the 'anti-dive' forks to give safe, predictable braking.



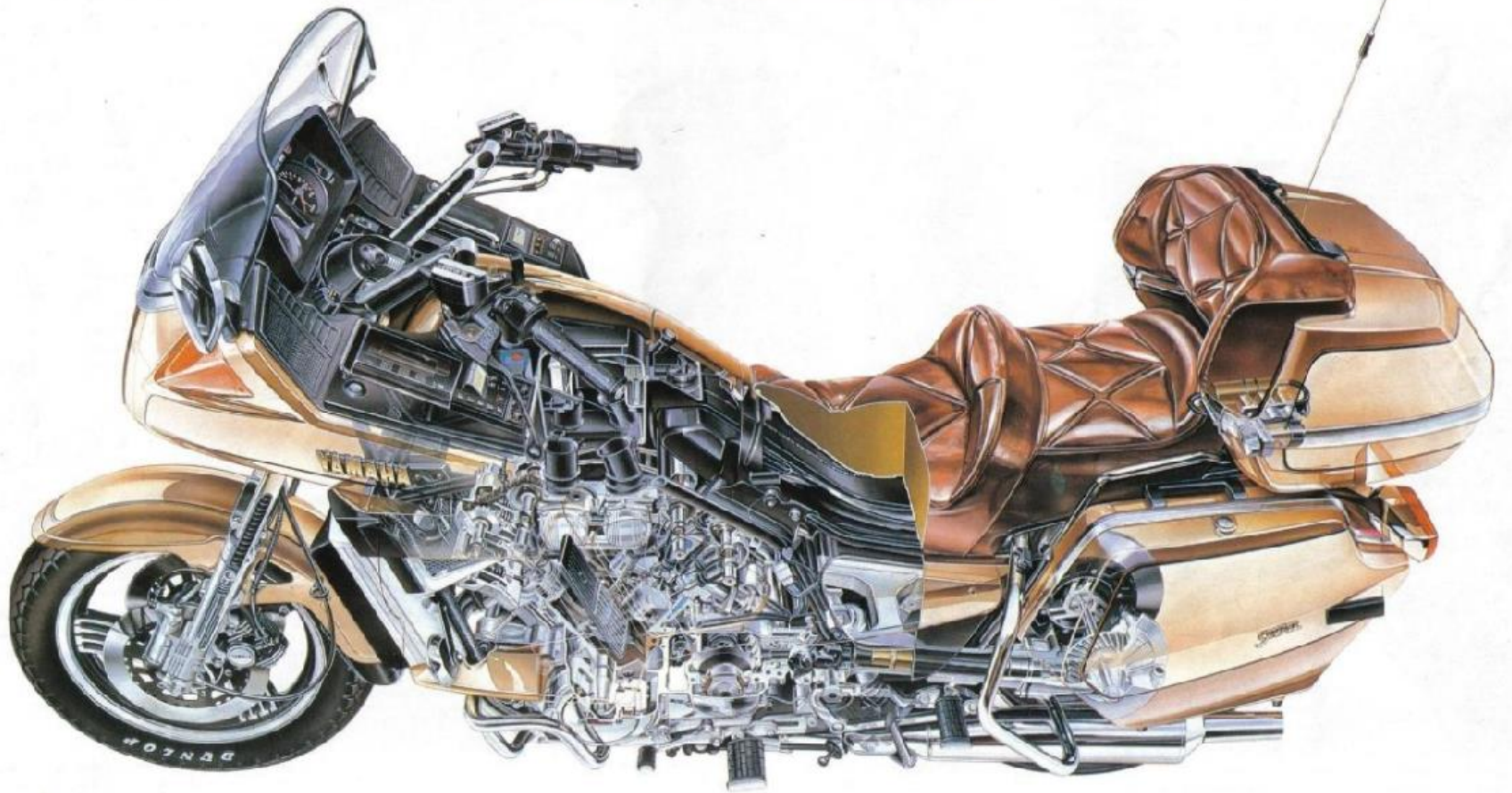
Brake discs are ventilated through their cores for maximum heat dissipation and prevention of brake fade. Opposed-piston calipers improve braking efficiency and dependable wet weather operation is ensured by semi-metallic friction pads.



Lightweight but strong alloy wheels of triple-spoke design were specially constructed for the XVZ12T. The 18-inch front and 16-inch rear components are both shod with wide-profile speed-rated tyres.



XVZ12T





XVZ12T SPECIFICATIONS

ENGINE

Type	4-stroke, liquid-cooled, DOHC, 16-valve, V-four
Displacement.....	1,198 cc
Bore and stroke.....	76.0 × 66.0 mm
Compression ratio.....	10.5 : 1
Max power(DIN)...	97.0 PS(71.3 kW) @7,000 rpm
Max torque(DIN) 11.0 kg-m(107.4 Nm)	@5,000 rpm
Lubrication	Wet sump
Carburation.....	BDS34 (4)
Ignition	Transistor controlled
Starter system.....	Electric
Fuel tank capacity	20.0 l
Oil capacity.....	4.7 l
Transmission.....	5-speed
Final transmission.....	Shaft drive

CHASSIS

Overall length.....	2,470 mm
Overall width.....	920 mm
Overall height.....	1,400 mm
Seat height.....	785 mm
Wheelbase.....	1,610 mm
Ground clearance	145 mm
Dry weight.....	321 kg

Suspension

Front.....	Telescopic forks
Rear.....	Monocross suspension

Brakes

Front.....	Hydraulic double disc
Rear.....	Hydraulic disc

Tyres

Front.....	120/90-18-65H
Rear.....	140/90-16-71H

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

**YAMAHA MOTOR
NEDERLAND B.V.
Brede Hilledijk 125
3072 NB ROTTERDAM**



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