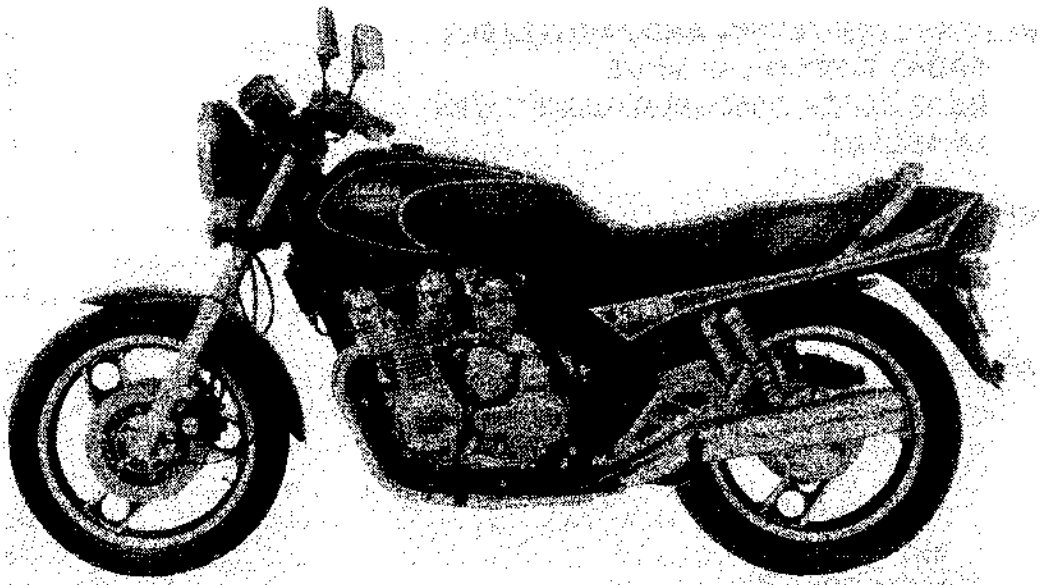
YAMAHA

# XJ900N '84-'86
# XJ900

# SERVICE INFORMATION

# GENERAL INFORMATION

## EXTERNAL VIEW



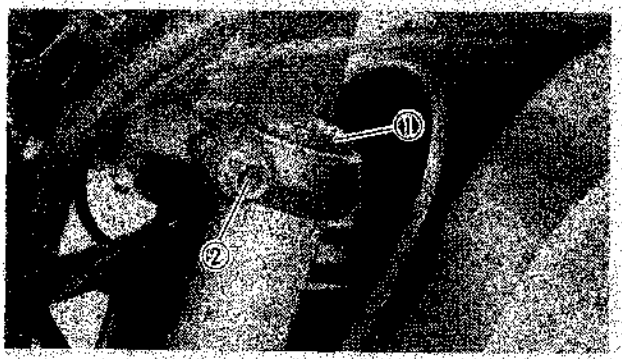
# PERIODIC INSPECTION AND ADJUSTMENT

## FRONT FORK OIL CHANGE

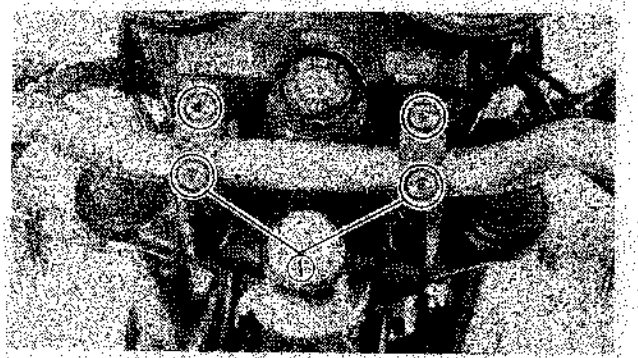
**WARNING:**

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



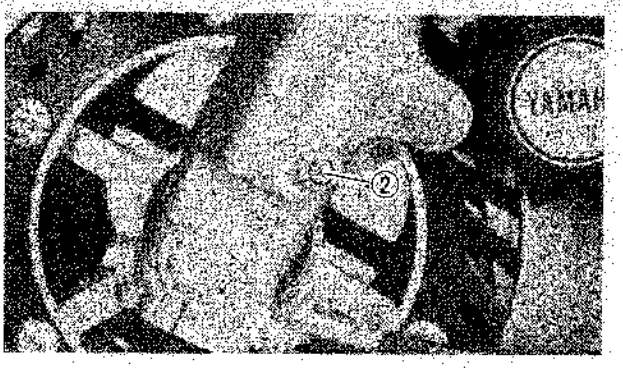

3. Remove:
   - Fork caps ①
4. Loosen:
   - Pinch bolts (Handle crown) ②



5. Remove:
   - Handlebar holders ①
   - Cap bolt
     Use the Cap Bolt Wrench (90890-01104
6. Remove:
   - Drain screws ②
     Drain the fork oil

**NOTE:**

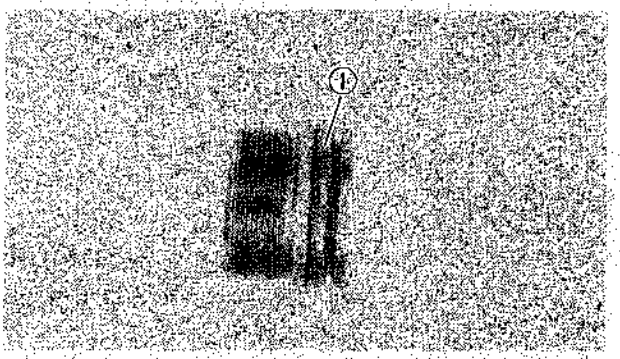
Place an open container under the each drain hole.




**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.**

## FRONT FORK OIL CHANGE



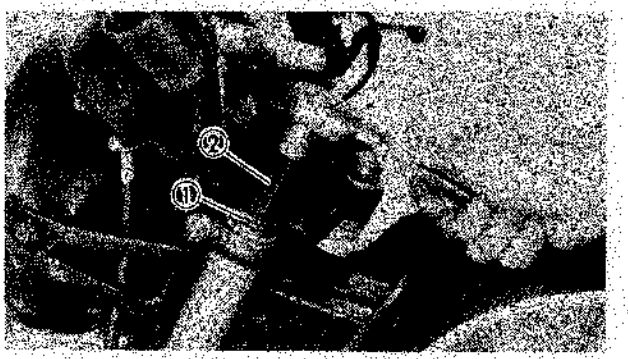

7. Inspect:
   - O-ring ① (Cap bolt)
   - Gasket (Drain screw)

   Wear/Damage → Replace.

8. Install:
   - Drain screws
9. Fill:
   - Front forks

**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.




10. Install:
    - Cap bolt
11. Tighten:
    - Cap bolt ①

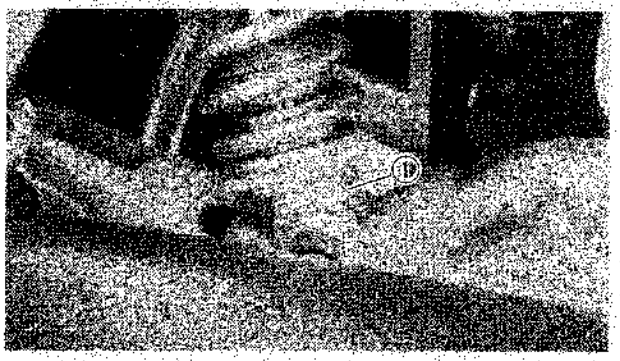
    Use the Cap Bolt Wrench (90890-01104) ②.

**23 Nm (2.3 m·kg, 17 ft·lb)**

12. Install:
    - Handlebar
13. Tighten:
    - Pinch bolts (Handle Crown)
    - Handlebar securing bolts

**Pinch Bolt (Handle crown)**
**23 Nm (2.3 m·kg, 17 ft·lb)**
**Handlebar securing bolt:**
**20 Nm (2.0 m·kg, 14 ft·lb)**

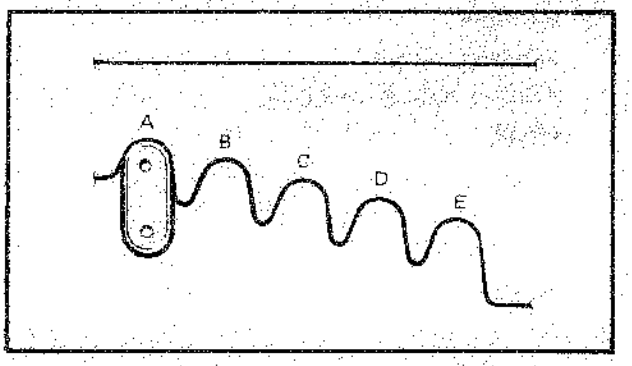
14. Install:
    - Fork caps




## REAR SHOCK ABSORBER ADJUSTMENT

1. Adjust
   - Spring preload ①

   If the spring seat is raised, the spring becomes stiffer and if lowered, it becomes softer.




Standard position; A
A Position — Softest
E Position — Stiffest

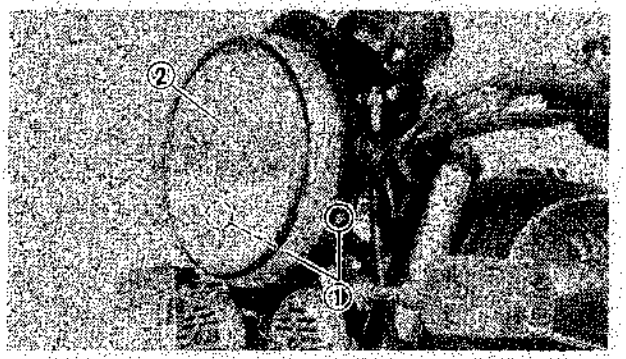
**WARNING:**

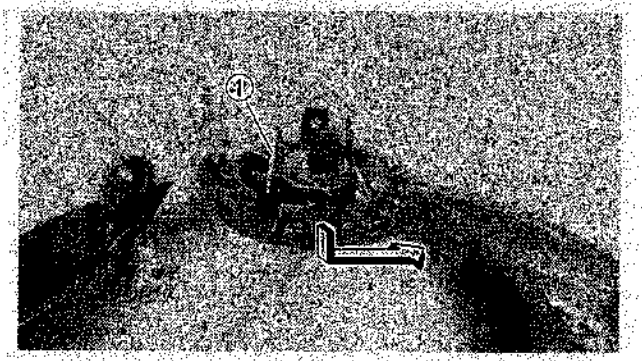
**Always adjust each shock absorber on to the same position. Uneven adjustment can cause poor handling and loss of stability.**

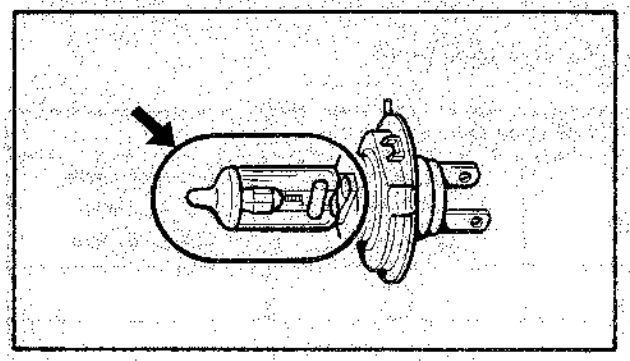
**Recommended the rear shock absorber setting:**

Use this table as a guide for specific riding and motorcycle load conditions.

| Spring preload adjuster | Load condition | | | |
|---|---|---|---|---|
| | Solo rider | With passenger | With passenger and equipment | With accessories, equipment and passenger |
| A ~ C | ○ | | | |
| A ~ C | | ○ | | |
| C ~ E | | | ○ | |
| E | | | | ○ |




## HEADLIGHT

### Headlight Bulb Replacement

1. Remove:
   - Screws ①
   - Headlight lens unit ②
2. Disconnect:
   - Headlight connector
3. Remove:
   - Rubber cover
   - Bulb holding spring ①
   - Bulb

**WARNING:**

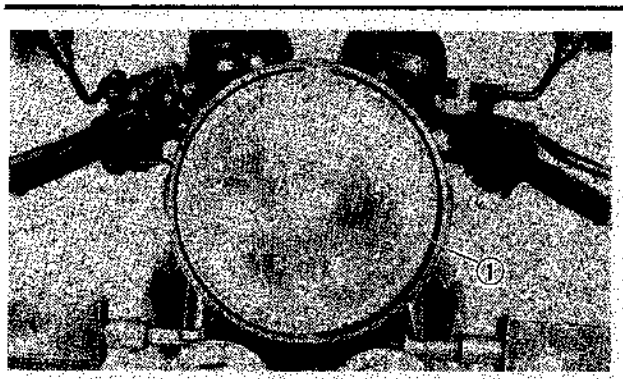
**Do not touch headlight bulb when it is on as the bulb generates enormous heat; keep flammable objects away.**

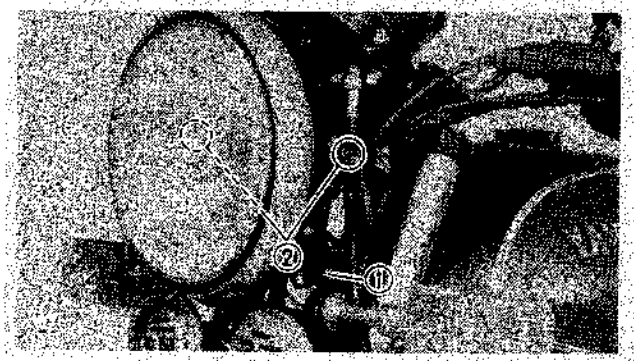
4. Install:
   - Bulb (New)
   - Bulb holding spring

**CAUTION:**

**Avoid touching glass part of bulb. Also keep it free from oil otherwise, transparency of glass, bulb life and illuminous flux will be adversely affected. If oil gets on bulb, clean it with a cloth moistened thoroughly with alcohol or lacquer thinner.**

5. Install:
   - Rubber cover
6. Connect:
   - Headlight connector
7. Install:
   - Headlight lens unit
8. Adjust:
   - Headlight




**Headlight Adjustment**

1. Adjust:
   - Headlight (Horizontally)

| Horizontal Adjustment | |
|---|---|
| Right | Turn adjusting screw ① clockwise |
| Left | Turn adjusting screw ① counterclockwise |

2. Adjust:
   - Headlight (Vertically)

**Vertical adjustment step:**

1. Loosen the screw ①.
2. Loosen the headlight body securing bolts ②.
3. Adjust the beam vertically be moving the headlight body up or down.
4. Tighten the screw ①.
5. Tighten the headlight body securing bolts ②.

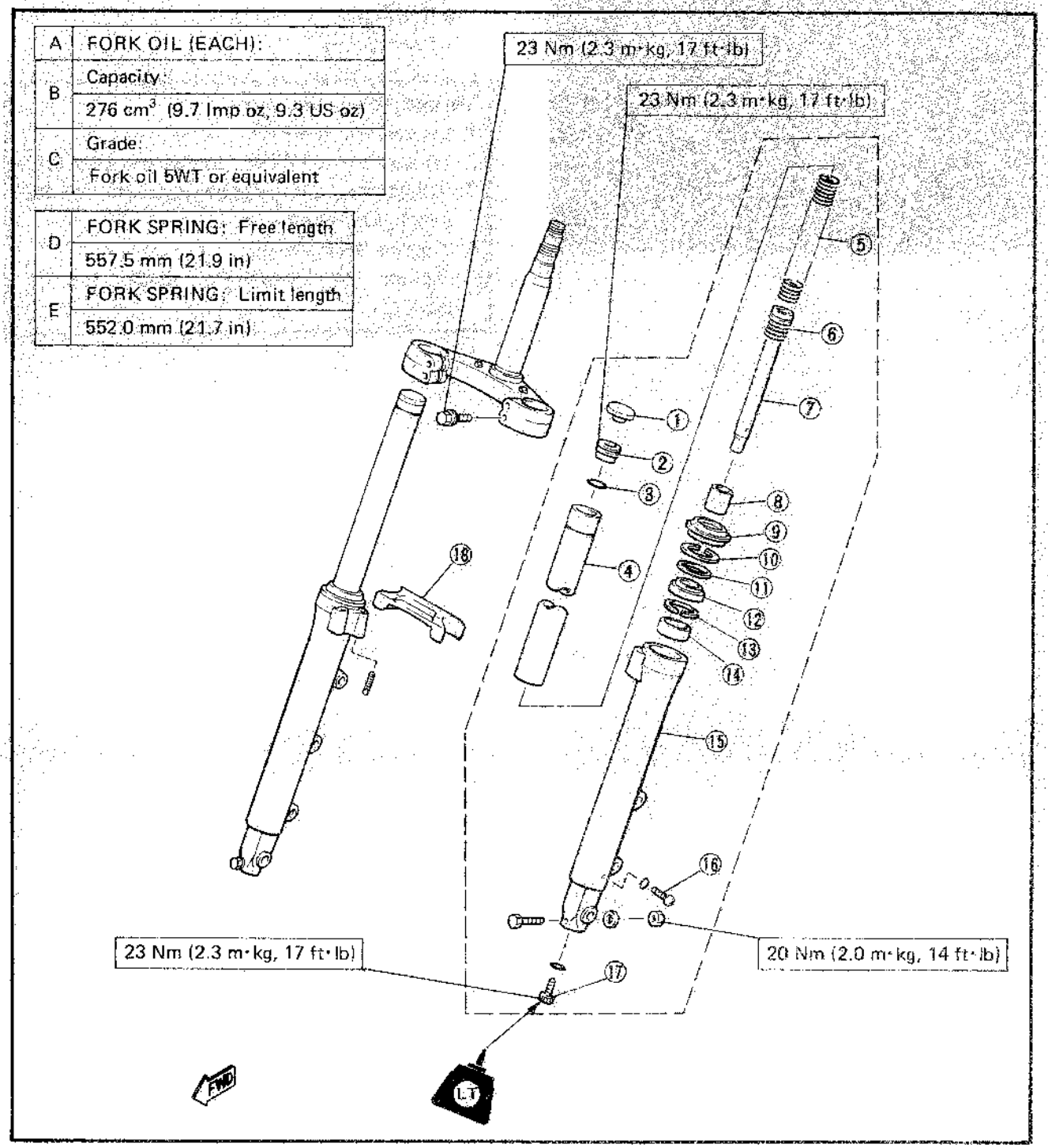
## CHASSIS

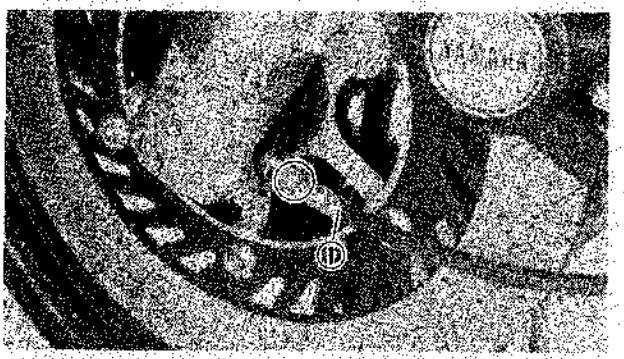
### FRONT FORK

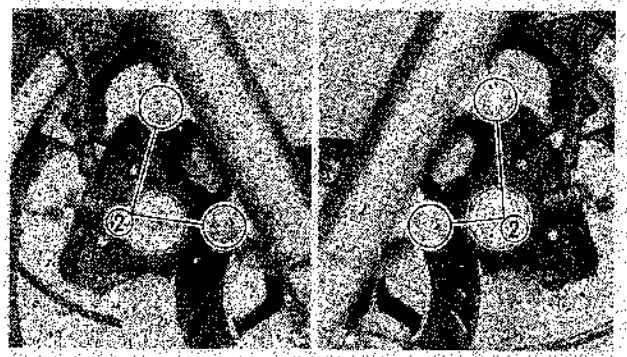
① Fork cap
② Cap bolt
③ O-ring
④ Inner fork tube
⑤ Fork spring
⑥ Rebound spring
⑦ Damper rod
⑧ Taper spindle
⑨ Dust cover
⑩ Retaining clip
⑪ Washer
⑫ Oil seal
⑬ Seal spacer
⑭ Guide bush
⑮ Outer fork tube
⑯ Drain bolt
⑰ Damper rod securing bolt
⑱ Front fork brace

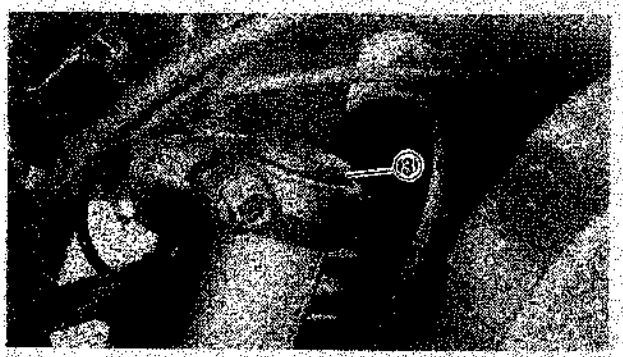
| | |
|---|---|
| A | FORK OIL (EACH): |
| B | Capacity |
| | 276 cm³ (9.7 Imp oz, 9.3 US oz) |
| C | Grade |
| | Fork oil 5WT or equivalent |

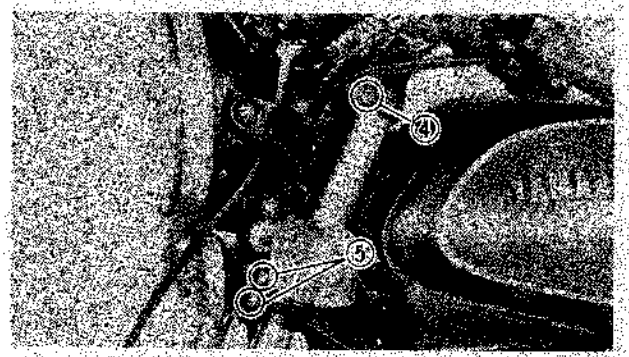
| | |
|---|---|
| D | FORK SPRING: Free length |
| | 557.5 mm (21.9 in) |
| E | FORK SPRING: Limit length |
| | 552.0 mm (21.7 in) |

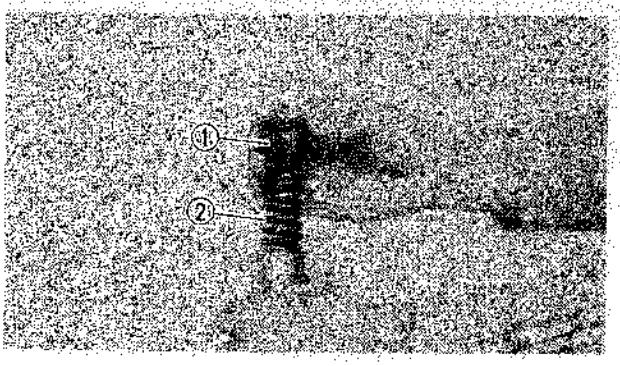





## REMOVAL

1. Place the motorcycle on the centerstand.
2. Remove:
   - Front fender
   - Speedometer cable ①
   - Caliper securing bolts ②
   - Fork brace
   - Fork caps ③

**NOTE:**

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

**WARNING:**

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

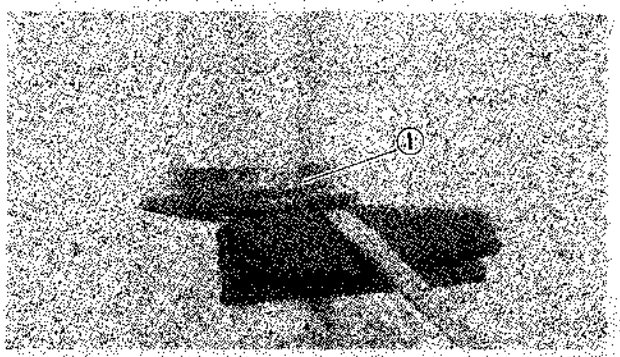
2. Loosen:
   - Pinch bolts (Handle crown) ④
   - Pinch bolts (Under bracket) ⑤
   - Cap bolt

   Use the Cap Bolt Wrench (90890-01104)
3. Place a suitable stand under the engine to raise the front wheel off the ground.
4. Remove:
   - Front wheel
5. Remove:
   - Front fork(s)

## DISASSEMBLY

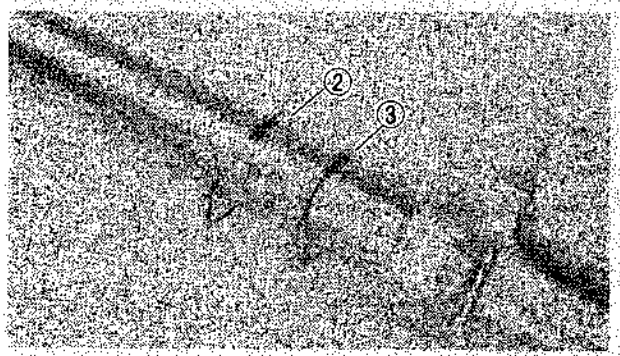
1. Remove:
   - Cap bolt ①

   Use the Cap Bolt Wrench (90890-01104)
   - Fork spring ②



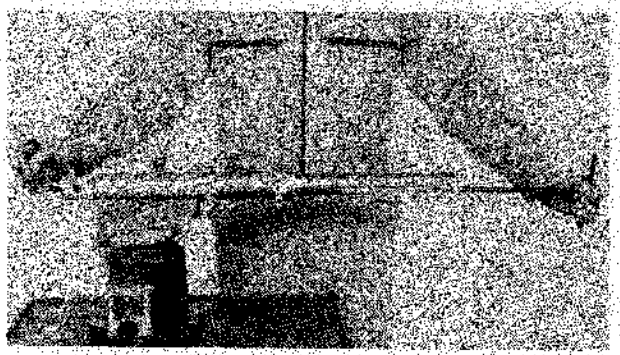

2. Drain:
   - Fork oil

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

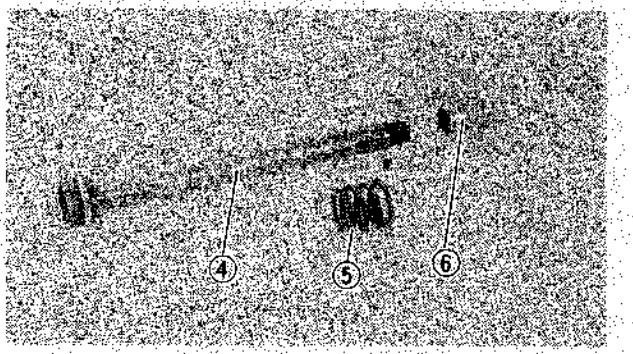



3. Remove:
   - Dust seal ①.

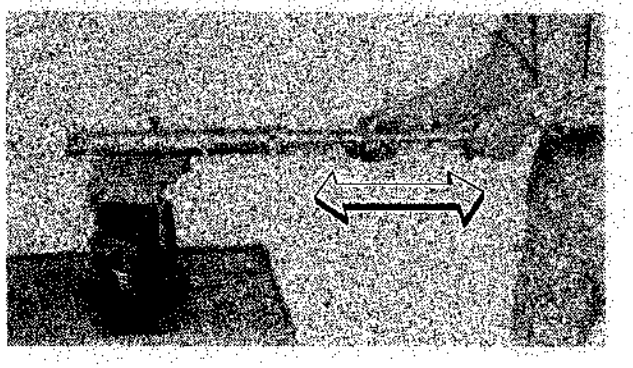
**NOTE:**
Use a thin screwdriver, and be careful not to scratch the inner fork tube.



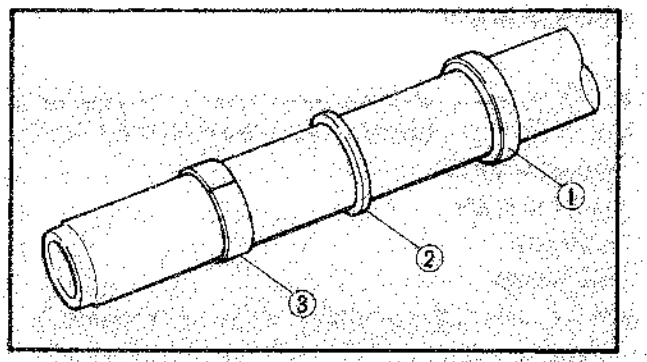
4. Remove:
   - Retaining clip ②
   - Washer ③
5. Remove:
   - Cylinder securing bolt
     Use the Damper Rod Holder (90890-01365) and T-Handle (90890-01326) to the lock the damper rod.
   - Damper rod ④
   - Rebound spring ⑤
   - Inner fork tube
   - Taper spindle ⑥



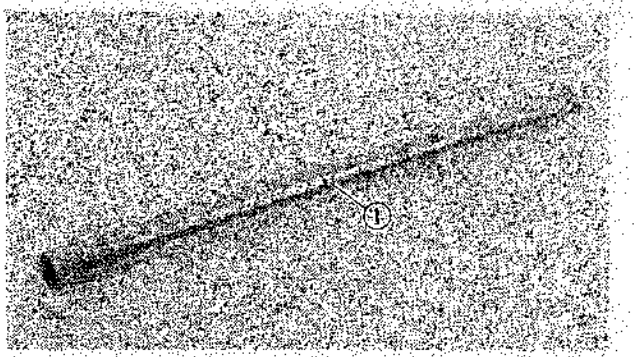

**Inner fork tube removal steps:**
- Hold the fork leg horizontally.
- Clamp the brake caliper mounting boss of the outer fork tube securely in a vise having soft jaws.
- Put in the inner fork tube just before it bottoms out.
- Pull out the inner fork tube from the outer fork tube by forcefully, but carefully with 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.**



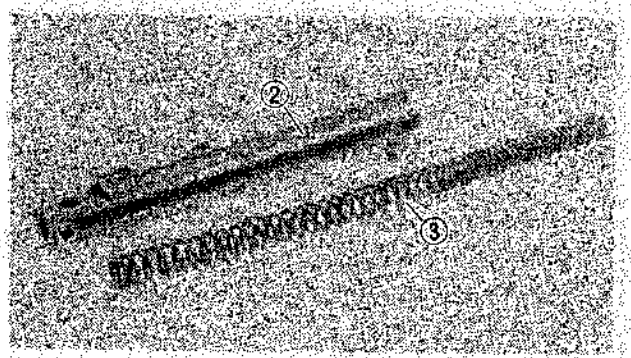

6. Remove:
   - Oil seal ①
   - Seal spacer ②
   - Guide bush ③




## INSPECTION

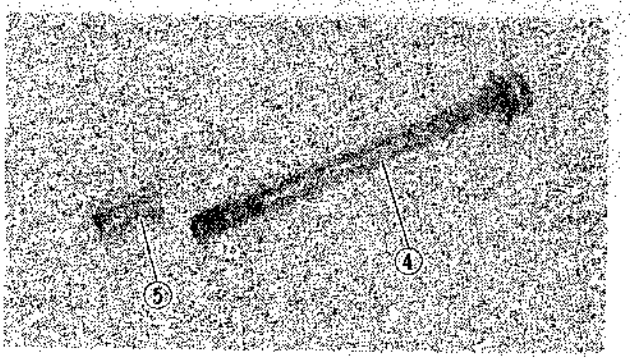
1. Inspect:
   - Inner fork tube ①
     Scratches/Bends → Replace.

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




2. Inspect:
   - Outer fork tube ②
     Scratches/Bends/Damages → Replace.
   - Fork spring ③
     Out of specification → Replace.

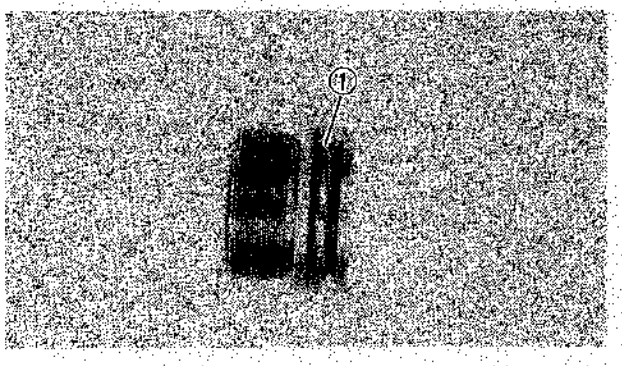
**Fork Spring Free Length:**
**557.5 mm (21.9 in)**
**Minimum Free Length:**
**552.0 mm (21.7 in)**




3. Inspect:
   - Damper rod ④
     Wear/Damage → Replace.

**NOTE:**
Blow out all oil passages with compressed air.

4. Inspect:
   - Taper spindle ⑤
     Damage → Replace.

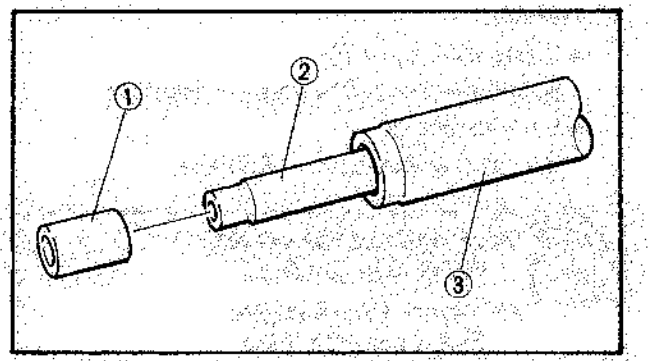



5. Inspect:
   - O-ring ① (Cap bolt)
     Wear/Cracks/Damage → Replace.

## REASSEMBLY

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

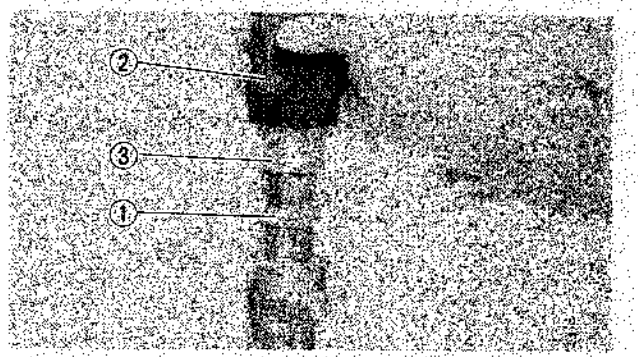
1. Install:
   - Damper rod ①
   - Rebound spring
   - Taper spindle ②
   - Inner fork tube ③



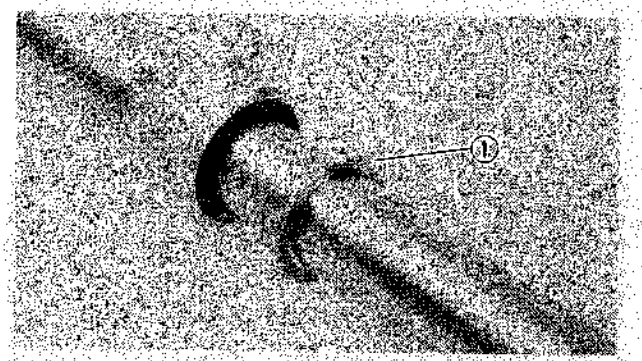

**Front fork assembly step:**
- Install the rebound spring onto the damper rod.
- Install the damper rod ① in the inner fork tube ② , and allow it to slide slowly down the tube until it to slide slowly down the tube until it protrudes from the bottom.
- Attach the Damper Rod Holder (90890-01365) and 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).

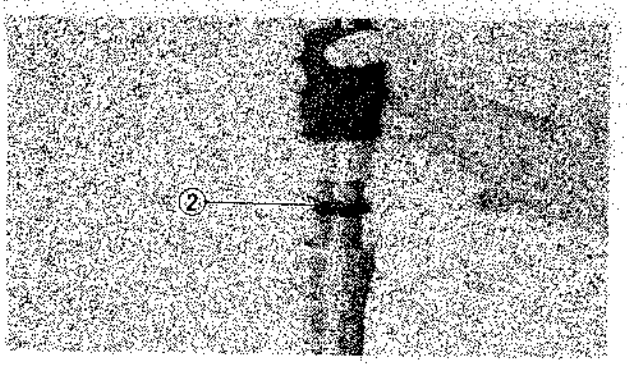
**23 Nm (2.3 m·kg, 17 ft·lb)**
**LOCTITE®**




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)

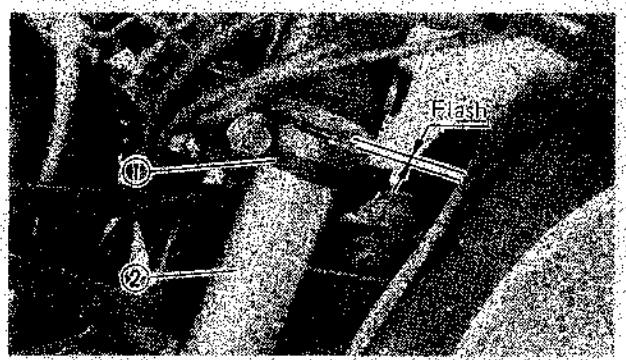
| | |
|---|---|
| | **23 Nm (2.3 m·kg, 17 ft·lb)** |

**NOTE:**
Do not tighten the pinch bolts at the handle crown.

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

6. Tighten:
   - Pinch bolts (Handle crown)
   - Pinch bolts (Under brocket)

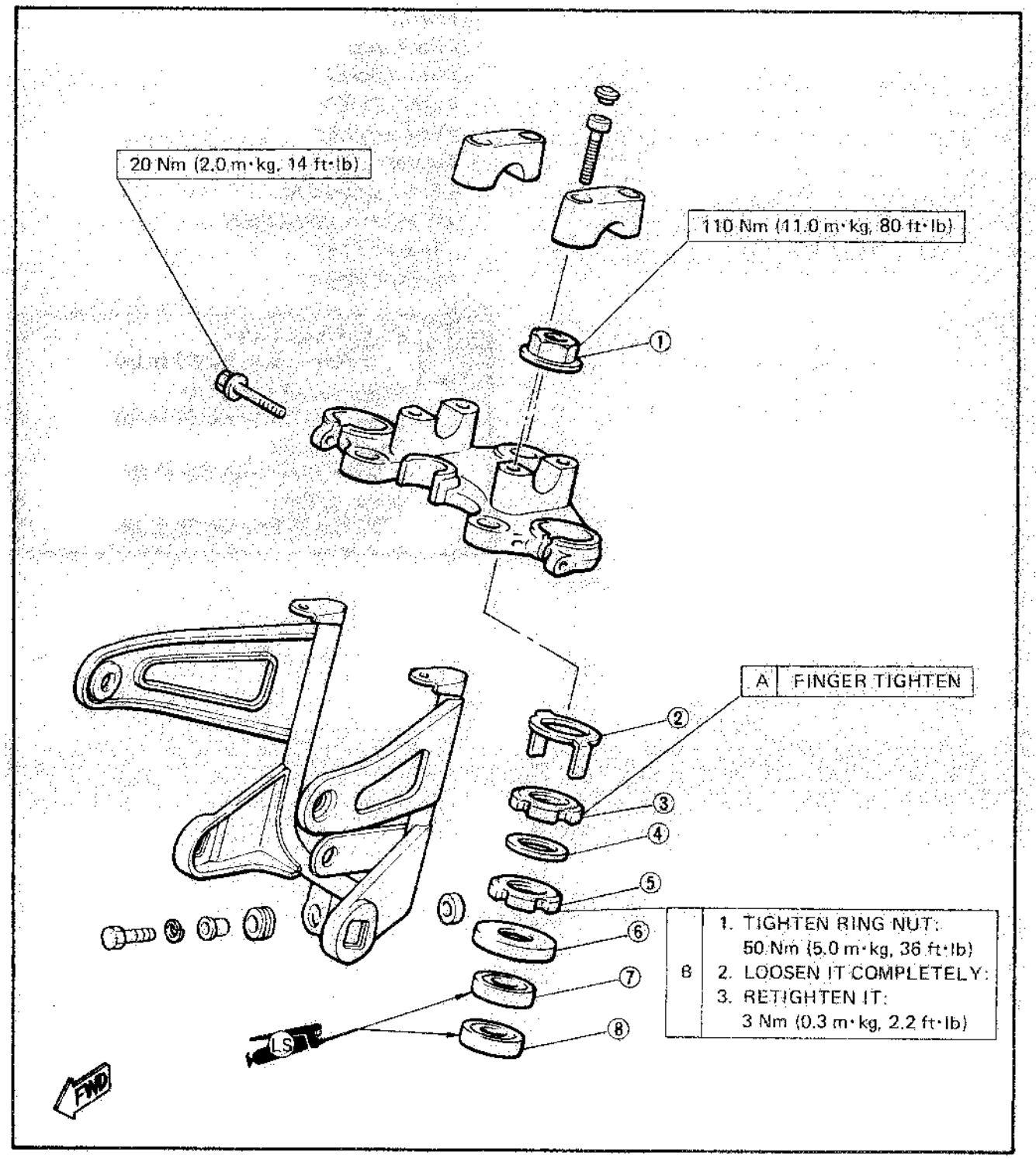
**Pinch Bolt (Handle crown):**
**20 Nm (2.0 m·kg, 14 ft·lb)**
**Pinch Bolt (Under bracket)**
**23 Nm (2.3 m·kg, 17 ft·lb)**

7. Install:
   - Fork caps
   - Front wheel
   - Front fender
   - Brake calipers
8. Tighten:
   - Front wheel axle
   - Wheel axle pinch bolts
   - Front fender
   - Brake calipers

**Front Wheel Axle:**
**78 Nm (7.8 m·kg, 50 ft·lb)**
**Wheel Axle Pinch Bolt:**
**20 Nm (2.0 m·kg, 14 ft·lb)**
**Front Fender:**
**9 Nm (0.9 m·kg, 6.5 ft·lb)**
**Brake Caliper:**
**35 Nm (3.5 m·kg, 25 ft·lb)**

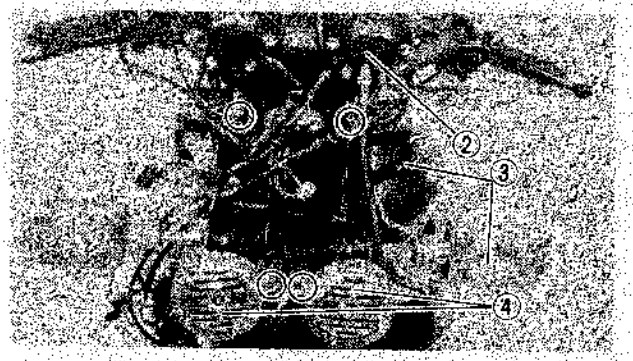
## STEERING HEAD

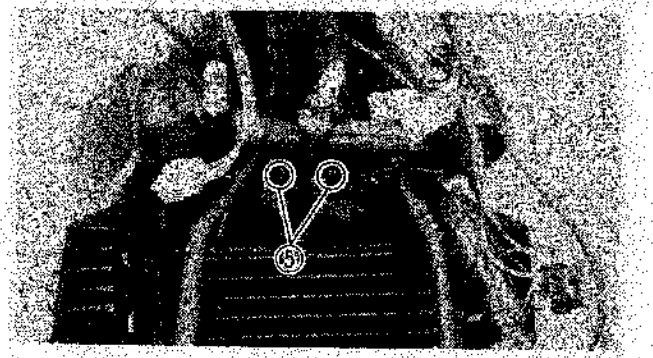
① Steering stem nut
② Lock washer
③ Ring nut (Upper)
④ Washer (Rubber damper)
⑤ Ring nut (Lower)
⑥ Dust cover
⑦ Bearing (Upper)
⑧ Bearing (Lower)







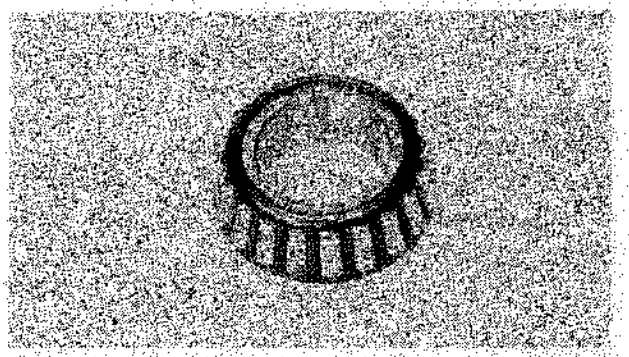

## REMOVAL

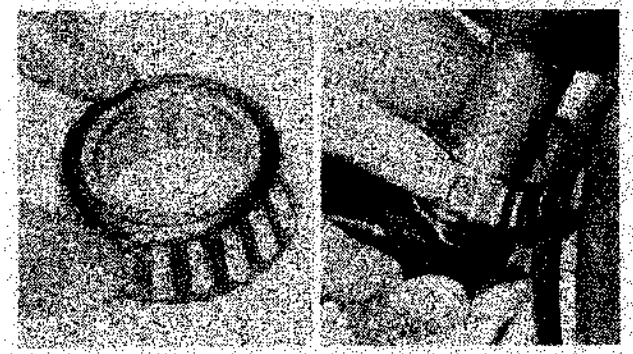
1. Place the motorcycle on the centerstand.

**WARNING:**

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

2. Remove:
   - Front fender
   - Brake caliper securing bolt
   - Front wheel
   - Front forks
   - Headlight lens unit
3. Disconnect:
   - All couplers
4. Remove:
   - Headlight body ①
   - Meter assembly ②
   - Headlight stay ③
     (with front flasher lights)
   - Horns ④
     (with horn stay)
   - Brake hose joint securing bolts ⑤
   - Front brake unit
5. Remove:
   - Handlebar
6. Remove:
   - Steering stem nut
   - Handle crown
   - Lock washer
   - Ring nut (Upper)
   - Washer (Rubber damper)
   - Ring nut (Lower)
   - Dust cover
   - Bearing (Upper)
   - Bearing (Lower)
   - Steering stem





## 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.

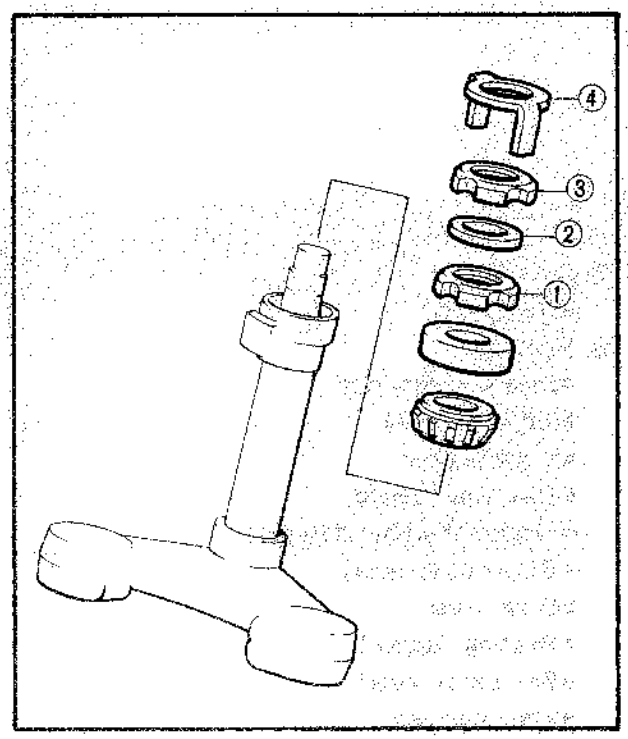
## INSTALLATION

1. Grease the bearings and race.

**Wheel Bearing Grease**

2. Install:
   - Bearing (Lower)
   - Steering stem
   - Bearing (Upper)
   - Dust cover
   - Ring nut (Lower)

**NOTE:**
The tapered side of ring nut must face down ward.



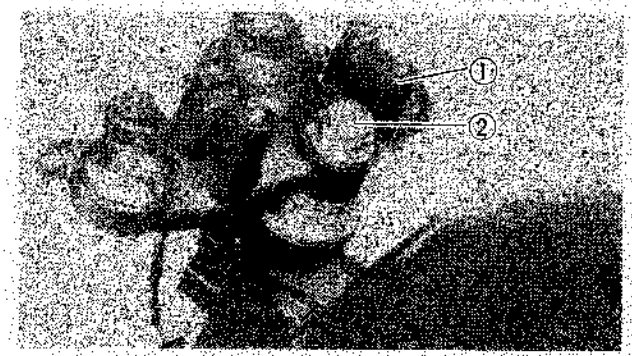

**Steering head assembly steps:**
- Tighten the ring nut (Lower) ①

**50 Nm (5.0 m·kg, 36 ft·lb)**

- Loosen the ring nut ① completely and re-tighten 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
   - Steering stem nut ②
   - Front forks
4. Tighten:
   - Steering stem nut

**110 Nm (11.0 m·kg, 80 ft·lb)**

5. Install:
   - Meter assembly
   - Horns (With horn stay)
   - Headlight stay
   - Front brake unit
   - Front forks
   - Front wheel
   - Handlebar
6. Tighten:
   - All bolts and nuts

**Brake Hose Joint Securing Bolt:**
**9 Nm (0.9 m·kg, 6.5 ft·lb)**
**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)**
**Front Wheel Axle:**
**78 Nm (7.8 m·kg, 50 ft·lb)**
**Brake Caliper Securing Bolt:**
**35 Nm (3.5 m·kg, 25 ft·lb)**
**Handlebar Securing Bolt:**
**20 Nm (2.0 m·kg, 14 ft·lb)**

7. Install:
   - Headlight body
8. Connect:
   - All cauplers and leads

**NOTE:**
The leads of identical colors should be connected.

9. Install:
   - Headlight lens unit

**NOTE:**
Care should be used so that leads are not pinched.

10. Adjust:
    - Headlight
11. Air bleeding:
    - Front brake calipers

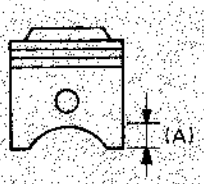
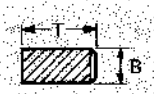
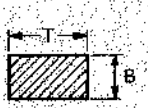
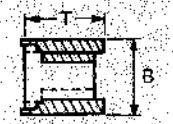
# SPECIFICATIONS

## GENERAL SPECIFICATIONS

| Model | XJ900N |
|---|---|
| Model Code Number: | 1FX |
| Frame Starting Number: | 1FX-000101 |
| Engine Starting Number: | 1FX-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 | 790 mm (31.1 in) |
| Wheelbase | 1,480 mm (58.3 in) |
| Minimum Ground Clearance | 150 mm ( 5.9 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, DOCH |
| 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<br>(8.0 ~ 1.20 $kg/cm^2$, 114 ~ 171 psi) |
| Starting System | Electric starter |
| Carburetor: | |
| Type/Manufacturer | BS36 x 4/MIKUNI |
| 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) |
| Bulb Wattage x Quantity: | |
| Headlight | 12V, 60W/55W x 1 |
| Turn Light | 12V, 27W x 4 |
| Tail/Brake Light | 12V, 8W/27W x 2 |
| Meter Light | 12V, 3.4W x 5 |
| Auxiliary Light | 12V, 3.4W x 1 |

## MAINTENANCE SPECIFICATIONS

### Engine

| Model | | XJ900N |
|---|---|---|
| Cylinder: | | |
| Material | | Aluminum alloy with cast iron sleeve |
| Bore Size | | 68.5 mm (2.70 in) |
| Taper Limit | | 0.05 mm (0.0020 in) |
| Out of Round Limit | | 0.01 mm (0.0004 in) |
| Piston: | | |
| Piston Size |   | 68.5 mm (2.70 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 | 2nd | 69 mm (2.72 in) |
| Piston Pin Off Set | | 0.5 mm (0.02 in) intake side |
| Piston Ring: | | |
| Selectional Sketch | | |
| Top Ring |   | B = 1.2 mm (0.047 in) T = 2.5 mm (0.098 in) |
| 2nd Ring |   | B = 1.2 mm (0.047 in) T = 2.7 mm (0.106 in) |
| Oil Ring |   | B = 2.5 mm (0.098 in) T = 2.8 mm (0.110 in) |
| End Gap (Installed): | | |
| Top Ring | | 0.15 ~ 0.35 mm (0.0059 ~ 0.0138 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, Ferox coating |

| Model | | XJ900N |
|---|---|---|
| Clutch: | | |
| Friction Plate Thickness/Quantity | | 3.0 ± 0.1 mm (0.12 ± 0.004 in)/8 |
| < Wear Limit > | | < 2.8 mm (0.11 in) > |
| Clutch Plate Thickness/Quantity | | 2.0 ± 0.1 mm (0.080 ± 0.004 in)/7 |
| < Warp Limit > | | < 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 | | 116 |
| 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 |
| Valve Seat Size | | φ2.3 |
| Starter Jet | (G.S.) | #35 |
| Throttle Valve Size | | 130 |
| Engine Idling Speed | | 1,100 ± 50 r/min |
| Vacuum Pressure at Idling Speed | | 215 ~ 225 mm Hg (8.46 ~ 8.85 in Hg) |

## Chassis

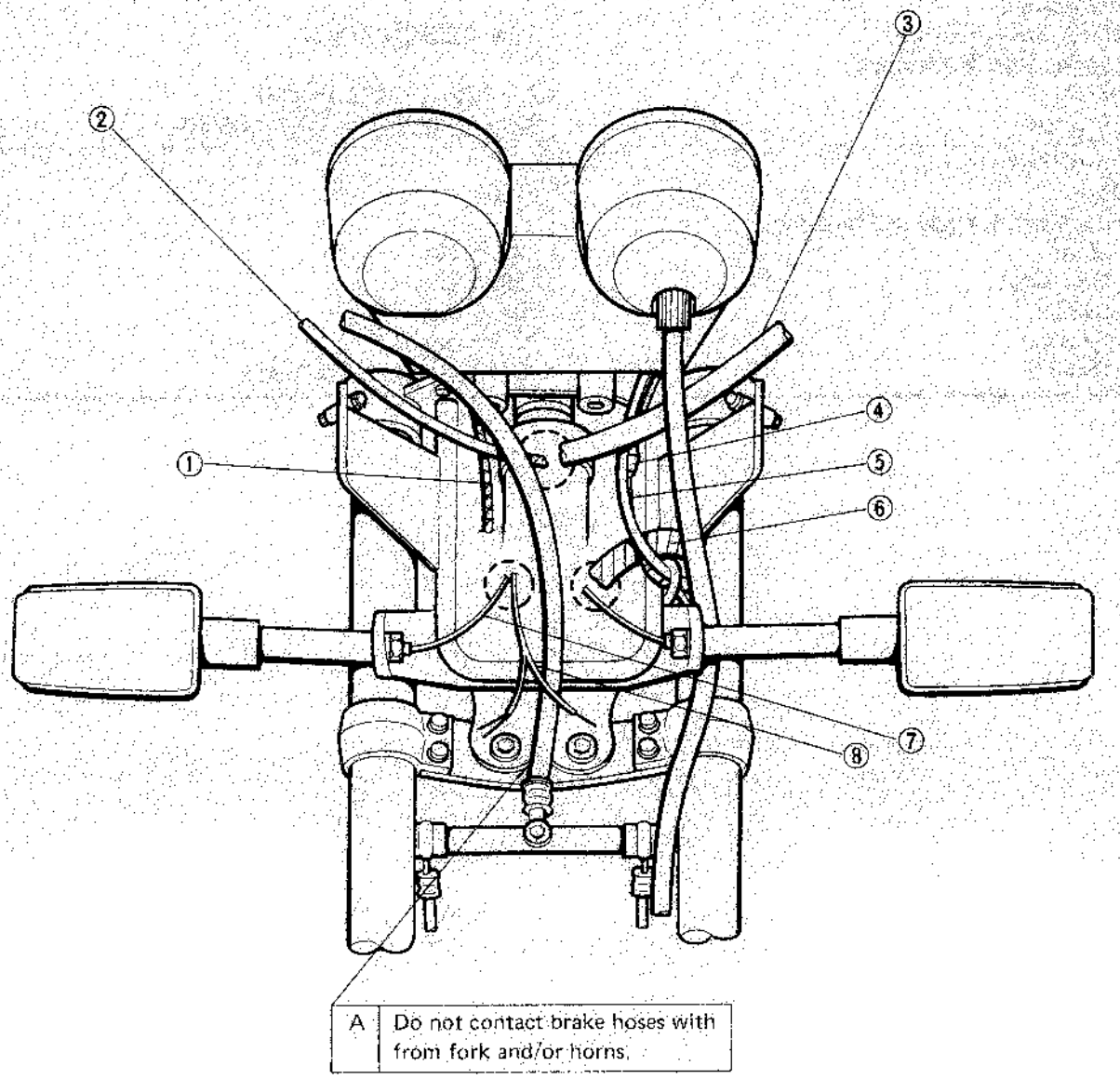
| Model | XJ900N |
|---|---|
| Steering System: | |
| Steering Bearing Type | Taper Roller Bearing |
| Lock-to-Lock Angle | 70° |
| Front Suspension: | |
| Front Fork Travel | 140 mm (5.51 in) |
| Fork Spring Free Length | 557.5 mm (21.95 in) |
| Spring Rate | |
| K1 | 8.3 N/mm (0.83 kg/mm, 46.5 lb/in) |
| 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)<br>From top of inner tube fully compressed without spring. |
| Oil Grade | 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 | XJ900N |
|---|---|
| T.C.I.: | |
| Pick up Coil Resistance (Color) | 120Ω ± 10% at 20°C (68°F)<br>(Orange – Black, Gray – Black) |
| T.C.I. Unit-Model/Manufacturer | TID14-19/HITACHI |
| Flasher Relay: | |
| Type | Condenser type |
| Model/Manufacturer | FU257CD/NIPPONDENSO |
| Self Cancelling Device | Yes. |
| Flasher Frequency | 75 ~ 95 cycle/min |
| Wattage | 27W x 2 + 3.4W |
| Oil Level Switch: | |
| Model/Manufacturer | 4H7/NIPPONDENSO |
| 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)

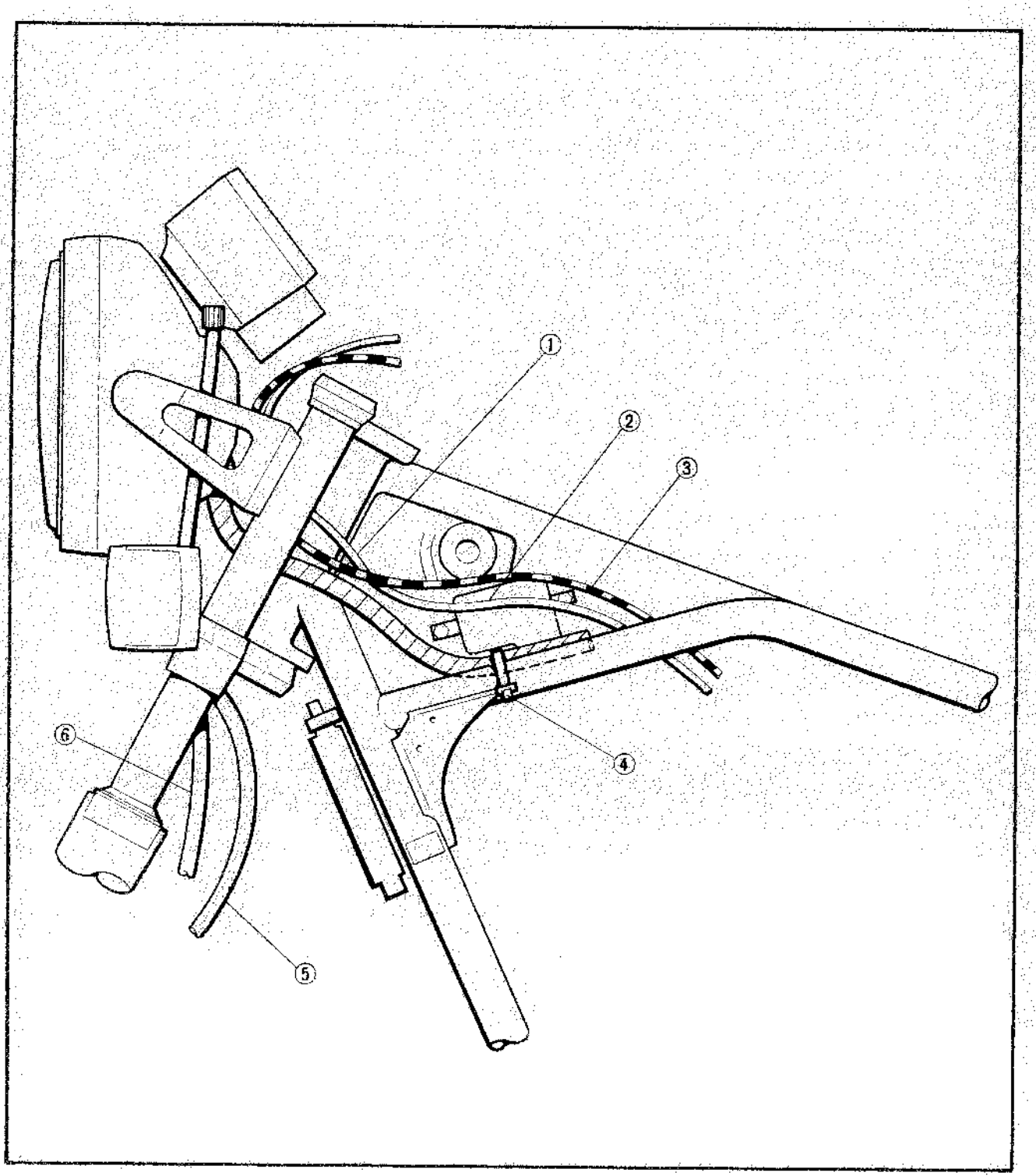
① Throttle cable
② Handlebar switch lead (Right)
③ Handlebar switch lead (Left)
④ Clutch cable
⑤ Starter cable
⑥ Wire harness
⑦ Front flasher lead
⑧ Horn lead

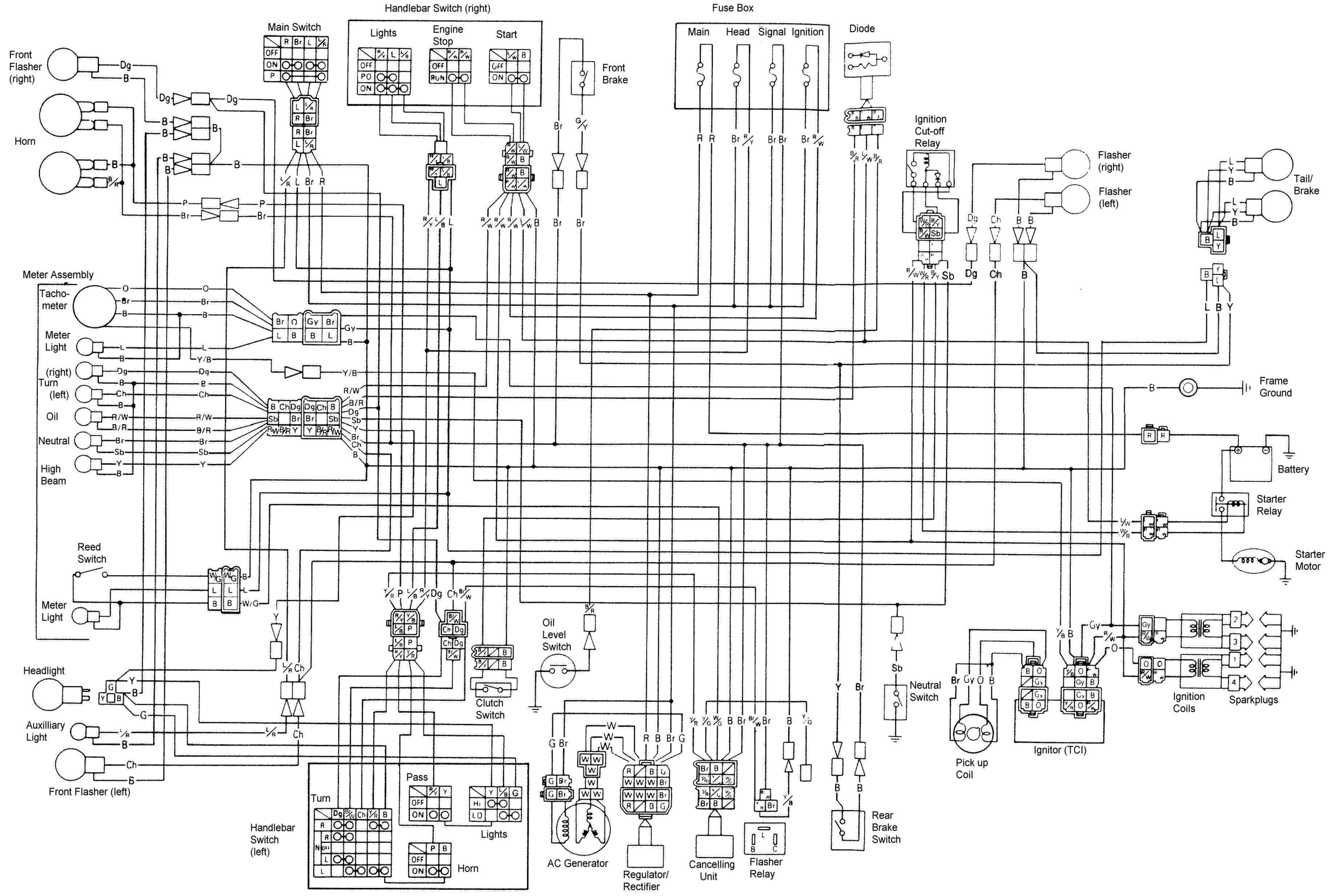



| | |
|---|---|
| A | Do not contact brake hoses with from fork and/or horns. |

## CABLE ROUTING (2)

① Wire harness
② Starter cable
③ Clutch cable
④ Band
⑤ Brake hose
⑥ Speedometer cable




Handlebar Switch (right)
Fuse Box
Main Switch
Lights
Engine Stop
Start
Main
Head
Signal
Ignition
Diode
Front Flasher (right)
Horn
Front Brake
Ignition Cut-off Relay
Flasher (right)
Flasher (left)
Tail/ Brake
Meter Assembly
Tacho-meter
Meter Light
(right) Turn
(left)
Oil
Neutral
High Beam
Frame Ground
Battery
Starter Relay
Starter Motor
Reed Switch
Meter Light
Oil Level Switch
Clutch Switch
Neutral Switch
Headlight
Auxilliary Light
Front Flasher (left)
Handlebar Switch (left)
Turn
Pass
Lights
Horn
AC Generator
Regulator/ Rectifier
Cancelling Unit
Flasher Relay
Rear Brake Switch
Pick up Coil
Ignitor (TCI)
Ignition Coils
Sparkplugs

COLOR CODE

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Br | Brown | Y | Yellow | L | Blue | R/W | Red/White | Y/B | Yellow/Black | Y/R | Yellow/Red | E | Ground |
| R | Red | Dg | Dark Green | P | Pink | L/W | Blue/White | Br/W | Brown/White | R/W | Red/White | B/R | Black/Red |
| W | White | Ch | Chocolate | O | Orange | L/B | Blue/Red | Y/G | Yellow/Green | L/R | Blue/Red | Gy | Gray |
| B | Black | Sb | Sky Blue | G | Green | R/Y | Red/Yellow | W/G | White/Green | G/Y | Green/Yellow | B/Y | Black/Yellow |