

Fast Journal



The News Letter for the FJ Owners Club

FJ Owners Club; Ivy Cottage, Cromhall, Wotton-u-Edge, Glos, GL12 8AR, tel; 01454 299325

FJ Owners Club Web Site www.fjclub.co.uk



Issue 108 Jan 2020

FJ Guys.

*You must remove old fuel by
draining it from your
carbs if the FJ is not being
used or stored.*

*As it can cause massive
problems
by blocking the Carbs*

*First sign of issues is if you
start the bike and it misfires
and/or produces a 'popping'
sound when cold.*

*Even stripping the carbs and
cleaning isn't a 100% cure
for the problem.*

**REMOVE FUEL FROM
CARBS**

FJ1100 and FJ1200 Club Catalogue online at
www.fjcatalogue.com

FJR1300 Club Catalogue online at
www.fjrcatalogue.com

Footman James Special Club Insurance
www.footmanjames.com



FJ Owners Club Contacts



Phil 'Doc' Hacker

Main FJ Owners Club Contact
FJ1100 and FJ1200

FJ Technical Support:
Membership enquiries: Web or Printed
email doc@fjclub.co.uk
phone
working days 9am - 5pm 07551 655141



Mark 'Ernie' Lodge

FJR1300

FJR Technical Support:
Workshop bookings at FJR Centre:
FJR Spares and Accessory Orders:

email ernie@fjoc.co.uk
phone 07551 655141 (9am - 5pm)



Jacob 'Peg' Udall

Club Workshop Technician

All models Technical Support;; Club bookings;
FJR Centre Technician. **non FJ-FJR servicing**

email peg@fjoc.co.uk
phone 07551 655141 (9am - 5pm)



Steve 'Penguin' Beesty

Rally Organiser

All Club rally and run enquiries
Post; 9 Well Meadow Bridgenorth Shropshire
WV15 6DD. email; steve.penguin@yahoo.co.uk
Phone 01746 765488



Richie 'Sparrow' Sherratt

Web Rally Coordinator

All Club rally web enquiries
email sherratt2501@gmail.com



Lorinda **Membership Secretary**

Membership ONLY
Post; FJ Owners Club, Unit 5 Nibley
Business Park
Nibley Lane
Yate, Bristol .BS37 5HL
email contact via doc@fjclub.co.uk

Club Organisers

Jerry 'Gadget' Bromyard
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Paul 'Pope' Barber ;
paulbarber673@hotmail.com

CLUB Events

WARNING:

All club rideouts and events are attended at the members own risk and no liability can be claimed against the FJ Owners Club or its organisers. If you are in any doubt, please don't attend

FJ Owners Club 2021 Diary

Date	Event	Contact	
April 4	Severn Bridge Run	Phil (Doc) Hacker	07551 xxx141
April 10-11	Suffolk weekend	Paul (Pope) Barber	07779 xxx352
April 24-25	Bewdley Weekend	Alan Cartwright.	07586 xxx167
May 1-2	Pitlochry Weekend	Alan Cartwright.	07586 xxx167
May 16	North Wales Run	Richie Sherratt.	07798 xxx072
May 29-30	Borders Weekend	Chris Pocock.	07745 xxx571
June 12-13	Crickhowell Weekend	Pete Broome.	01454 xxx919
June 26-27	Devon Weekend	Ali Paisley.	01884 xxx280
July 4	West Pennine Run	Chris Elliott.	07890 xxx919
July 17-18	Whitby Weekend	Alan Gummer.	07709 xxx367
July 31 Aug 1	Lincolnshire Weekend	Ovi & Dawn.	01742 xxx524
Aug 14-15	Leicestershire Run	Clive & Jane.	07774 xxx422
Aug 29	East Sussex Run	The Nemoes.	01323 xxx522
Sept 12	Peak District Run	Gordon Constable	07970 xxx716
Sept 25-26	TBA		
Oct 9-10	Cornwall Weekend	Alan Cartwright.	07586 xxx167
Oct 23	Black Country run	Alan Cartwright.	07586 xxx167
Oct 24	Shropshire Run	Martin Holmes	07716 xxx489

2021 Doc's Oversea Tours

April 11th - April 26th Morocco Tour (Fully Booked) 07551 xxx141

More details and to book tour visit website www.fjclub.uk

New Club Website out now www.fjownersclub.co.uk

Rally Page

Rally Organiser

Rally Correspondence to: Steve 'Penguin' Beesty,
9 Well Meadow Bridgenorth Shropshire WV15 6DD. tel 01746 765488

Web Rally Coordinator;

Richie Sherratt ; email sherratt2501@gmail.com



Club (BMW) Trackday

Cadwell

May 18th-19th

June 29th-30th

Snetterton

August 24th-25th



Usually the track day is on a Monday but Robert is trying to arrange an extra day for Tuesday, so subject to change. Contact Robert to confirm

Road Bikes Only Track Days for 2020

All makes of road legal bikes welcome.

Tuition free of charge.

Guaranteed low numbers in groups.

Cautious and experienced riders catered for.

Safety and enjoyment on these 'better riding' days is our top priority.

Contact Robert Bensley at
robertbensley@btinternet.com
www.thebmwclub.org.uk

Over the previous years the club has arranged trackdays with the BMW club which has been very successful so this year we have more dates.

The main point of their track days is to let the road rider enjoy time on a track, not to race, but to improve their riding skills.

Instructors takes the groups around to improve your riding performance, this guidance makes the day not only enjoyable but most importantly, SAFE.

To book, contact Robert and let him know your a member of the FJ Owners Club.

Please note you don't have to ride a FJ or FJR (*if you have another bike, all welcome*) but if you do you will not be out of place and you will get a warm welcome from the BMW guys.

Bewdley weekend

April 18-19th

With Alans detailed knowledge of his home turf, we can be assured of two great runs with superb roads along with brilliant scenery (and probably mud, snow and general farmyard stuff).

Great social side as well in The Running Horse on Sat night.

Meet and start point is at Hopleys Camping and Farmshop on the B4190 Cloebury Road, DY12 2QL, near

Severn Bridge run

April 7th

So it's the start of 2020 run season with Mr Hackers gallop around the Severn Estuary region.

Always a good run and turnout after the long winter months, so not to be missed.

Meeting, as ever, at the **Aust Services**, on the M48 south side of the Old Severn Bridge. **10am meet to leave at 11am prompt.**

Any further details please call Doc on 01454 299326.

She was only a whisky-maker, but
he loved her still

No matter how much you push the
envelope, it'll still be stationery

A dog gave birth to puppies near the
road and was cited for littering

the junction with the A456 due west of Bewdley Town. The site has a great café, so breakfasts are available, as well as all other conveniences. Lots of B&B's around the area for the non campers.

Runs leave on both days from the campsite carpark.

Usual 10am to leave at 11am prompt.

Further details if required call Alan Cartwright tel: 07586 291167

Rally Page

Scotland Weekend Pitlochry

May 8th - 10th

May Bank holiday, so it has to be off to Scotland.

This year we are based in Pitlochry just off the A9, which gives Penguin, Pope and Alan ample scope to lead superb runs in many directions, north, west, east into the Cairngorms, they are all good.

Not to be missed.

Well it be sunny or will we need snowtyres, who knows but it will be a good weekend.

Be aware the bank holiday is Friday and not Monday as is usual (Armistice Day)

The meeting place for both runs will be the Tourist Information Office Car Park. Meet times are earlier than normal due to longer runs, see below.

Plenty of accommodation to be had in the town.

Recommended Bed and Breakfasts are Athol Villa 01796 473820 or Buttonboss Lodge 01796 472065. Also the Tourist Office Number is 01796 472751.

NB: It can be advantageous to book early as Pitlochry can get busy with events.

Meet time approx. 9.30 to leave shortly after on both days.

Any other queries, please do not hesitate to ring Penguin on 07703421969 or Alan Cartwright 07586 291167.

North Wales run

May 3rd

It's springtime, so a ride around the backroads, moors and mountains of the Clwydian and Snowdonia regions of Wales is called for.

Lots of twisties, lots of spectacular scenery and, hopefully, not a lot of sheep, with a nice lunch stop and good company, what more could you want?

Roads are more of the less well travelled ones, so they won't be full of tourists and Sunday drivers, just good rides and enjoyment.

Meet in the Macdonald's carpark of the OK Diner services on the A55, just west of the junction with the A494 Mold Road, Satnav CH7 6HB (8 miles west of Chester).

A choice of eateries (Macdonalds, OK Diners etc), fuel on site and if you need accommodation, there is a Holiday Inn on site as well.

Any further assistance or details phone Richie Sherratt 07798 831072 or email sherratt2501@gmail.com.

Usual 10am meet to leave prompt at 11.00.



Street fighter or Cafe Racer (FJ)

Borders Weekend

May 23-25th

Back to Scotland for one of the 'must do' runs for this year.

After the superb Dumfries and Galloway runs of the last couple of years, ably organised by Chris and Robbie Pocock, this years base rotates to the **town of Moffat**.

A lovely, centrally located border town, with many hotels, pubs and restaurants.

Two runs around the magnificent scenery and roads of the Scottish Borders, again under the auspices of Chris and Robbie.

Excellent rides are to be expected, plus some great social evenings in the town.

Camping is available, just 400yds from the town centre, at Moffat Camping and Caravanning Club Site, Hammerlands, Moffat. DG10 9QL.

They can be booked, by phone Tel: 01683 220436.

For the non-campers, there are many hotels, B&B's and Guest Houses around the town and non are more than a few hundred yards from the centre.

Other information can be obtained from the Tourist Information Office. Tel: 01683 220620. Any further details, please phone Chris & Robbie on 07745 047571.

Meeting point for both runs will be the carpark to the south of the town, on the A701 (approach from Jct 15 A74(M)). 10.00 meet to leave prompt at 11.00.

Rally Page

Northants run

June 7th

After a gap of many years, Sid and Diana are back with one of their Northants runs. This run through the oft overlooked area with its rural beauty and interesting roads should provide for a good gallop.

Being on a corner of three counties we will no doubt be crossing county lines many times.

Meeting will be at the BP garage roundabout on the A45 just north of Raunds, Satnav NN9 6EQ. All the usual amenities on site.

For those camping, the recommended spot is at Molesworth just off the A14 Midway between Huntingdon & Kettering. Campsite is at the Cross Keys pub which also does B&B, food etc. Tel 01832 710283. Satnav PE28 0QF. Pub website www.thecrosskeysmolesworth.co.uk

Any further information you require please contact Sid & Diana on 01832 358741.

Usual meet times of 10.00 to leave at 11.00 prompt.

Crickhowell weekend

June 20-21st

We return again to the **Riverside Campsite in Crickhowell** (nr Abergavenny), just off the A40 in the town centre.

Turn left at the Shell Garage to the Riverside Camp Site 200yds down the hill on the right, where we will experience a warm and friendly welcome from our host. Campsite location.

Camping, with a pub but a few yards away, makes an excellent location.

NB: B&B'ers contact The Bridge Inn on 01873 810338. Other B&B's in the town.

This long established weekend never fails to deliver as it is in the hands of Pete Broome, who knows the wonderful area and roads of the Black Mountains and Brecon Beacons well, so the runs are always hugely interesting to all. Added to this is a good evening social scene as well.

Runs on Sat & Sun depart from the campsite for some magnificent rides around the Black mountains and Brecon Beacons. Not to be missed.

Meet times are the usual 10:00 meet to leave at 11:00 prompt.

Contact Peter & Joan a few weeks before for campsite bookings on 01454 884919 and further details.

Devon weekend

July 4-5th

TBA

Whitby weekend

July 18th 19th

After last years successful return of the Whitby Weekend to the club calendar, Alan will leads us once more on what should be a great two days.

It's difficult to beat the roads and scenery of North Yorkshire, so add a great social gathering to the mix and this is one you should make every effort to attend.

An excellent campsite, plus a pub (with accommodation) less than 50 yds away makes for a great location

Camp Site - Beacon Farm, Beacon Way, Sneaton. YO22 5HS. Tel: 01947 605212. Showers, Toilets.

Tea room for full breakfast. Sneaton is on the B1416 south of Ruswarp. Wilsons Arms 50 yards.

Bed and Breakfast available. Telephone 01947 602552. E-mail www.thewilsonarms-whitby.co.uk.

Any further details, please call Alan Gummer tel: 07709 327367.

Both runs will meet and leave from the campsite carpark. Usual times of 10am to leave prompt at 11am.

West Pennine run

August 2nd

TBA

Pictures sent in by Mark Arliss.

This is a Chopper with a FJ Motor



Rally Page

Lincolnshire Wolds Weekend

August 15-16th

Ovi & Dawn are now established as the owners of one of the top runs in the calendar, so this has become one not to miss.

Two brilliant rides around north Lincs and a couple of very good evening social.

Two routes around the Lincs wold's, in the hilly bits (yes, there are some good ones, it's not all flat), with lots and lots of twisties.

Both runs will start from the Wold's View Touring Park, just outside Caistor on Brigg Rd, LN7 6RX, 01472 851099 . A quiet & secure campsite with café/shop, doing breakfasts from 9am, www.woldsviewtouring-park.co.uk when booking just mention the FJ Owners Club.

For those delicate souls looking for b&b there are a few around the Caistor area. These are a few of them....

The Blink Bonny Accommodation, Kirmington (07910 764552). www.blinkbonnyaccommodation.co.uk

The New Inn , Great Limber (01469 569998). Croxton House B&B, Ulcelby (01652 688302)

In Grimsby there are a few. The Humber Royal, The Best Western Oaklands Hall or in Market Rasen, The Advocate Arms or The Red Lion.

Friday and Saturday will be a meal and drinks at two pubs in the area and Ovi & Dawn will taxi people from the campsite or their weekend digs (and back) to join the festivities.

Please phone Ovi if you wish to be collected from your location. Both runs start from the campsite.

Usual times of 10am meet to depart 11am prompt. Saturdays run will be a longer affair with two stops.

ANY questions Ring Ovi or Dawn on 01472 851524 or email overson@tiscali.co.uk

East Sussex run

Sept 6th

Our good friends Chris & Mary once more lead the run this year with a tour through the beautifully picturesque, scenic lanes and villages of the south east.

Always a surprising run for those unfamiliar with the area.

The meeting place is Pevensey services BN24 5JW, on the junction of the A 2 7 / A 2 5 9 . I can promise this will be, as always, a must not miss run.

Accommodation contacts are available from Chris on

01323 766522.

Time, as always, 10.00 meet for 11.00 depart !

Leicestershire weekend

August 29-30th

Off to the middle of the country for the return to a full weekend of Clive and Janes Leicester runs. Good rides around the scenic bits of Leicestershire and Nottinghamshire plus some great social evenings at their home for people stopping over.

Based at their house as usual: Dalcroft, London Lane, Willoughby on the Wolds, Loughborough, Leics. LE12 6SX.

Camping available in the field Friday, Saturday & Sunday. They provide breakfasts and evening meals: usually Lasagne Friday, Barbecue Saturday (weather permitting) - but Jane will need numbers to get stocks in, so please let her know you're going 07774 141422.

All they ask for is a charity donation for the hospitality - this year it is going to Myeloma UK - a cancer charity.

Any other info please call Clive and Jane on 07774 141422

Meet at the house at 10am for a depart at 11am for the runs on both days



Note the FJ motor in the classic Honda CB900

Rally Page

*Cornwall
weekend*

Sept 10-11th

Autumn is now with us and yet the weather 'usually' holds out in Cornwall at this time of year. Pentewan Sands camping & caravan site is the venue once more. Contact phone 01726 843485. <http://www.pentewan.co.uk>. Directions to the site:-

Follow the A30 into Cornwall, take turning to St Austell on A391. In St Austell, follow the signs for Mevagissey on the B3273.

The site entrance is approx 3.7 miles on the left side. You have the option of booking a caravan or pitching a tent and roughing it! Friday & Saturday evening will be spent in the two local pubs.

Sat & Sunday will see two runs around this beautiful county and will take in both the sea and countryside.

Meeting/start point will be opposite the campsite.

Saturday will be the usual 10.00 meet to leave prompt at 1 1 . 0 0 .

Sunday, the run will leave at 10.00 to allow an earlier finish, as the nights are drawing in, for those who have a long run home.

More details if required from Penguin. Tel: 01746 765488 or Alan (Chipy) 07586 291167.

Suffolk weekend

October 3th-4th

TBA

Shropshire run

September 25th

And so it comes to the final gallop of the year. Martin has done a fine job of leading over the last two years so more of the same please.

We meet at Bailys roundabout services, as usual, at the junction of the A5 /A49 near Shrewsbury, on the carpark opposite Burger King, from where Martin will lead us around the wonderful backroads of Shropshire and probably East (or West) Wales as well. Miss it at your peril!

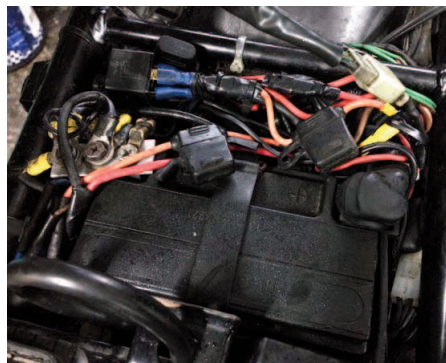
Although a day run, Shrewsbury has numerous B&Bs plus a Travelodge (telephone 0871 9846103) or Premier Inn on 0871 5279402).

Any further details if required, tel: Martin 07716 117489 or 01743 246612.

NB: Meet time of 09.00 for a 10.00 depart. This is with it being later in the year to give members more time to get home after the run.

Club Workshop

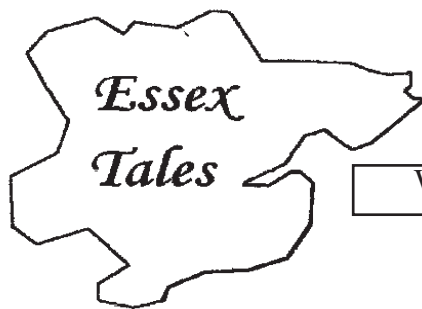
We see some sights. These pictures show some crazy ideas. This owner thought that if you connect all your accessories to the battery terminal this would be the best option (dangerous really!)



The next is the same bike but his thinking is; if one drills lots of holes into the airbox this will release monster horse-power, that is obviously lacking on his FJ1200.. em !



**FJR ready for winter
(Swedish style)**



Essex Tales

Written by Paul 'Pope' Barber



RUKKA IS NOT PUKKA

I bought a 2 piece Rukka textile suit 4 years believing it to be the best on the market....it's certainly the dearest!
After a year or so it started leaking in the stomach area.
Recently the jacket zip broke.



Knowing that I had a 6 year warranty I naively thought no problem I would get both issues sorted for nowt.

The jacket was duly returned to the retailer, Infinity Motorcycles, who said that they had to send it to the importer/distributor , Tran Am.

After about 3 weeks Infinity rang me to say the claim had been "rejected....due to excessive wear and tear"!

That applied to both issues. I checked the wording on the warranty and it did say that wear and tear was not covered.

I duly asked if to keep the warranty valid I was supposed to hang the jacket up in the wardrobe for 6 years and not use it but surprisingly I did not get a worthwhile response to this query!

I e-mailed Tran Am who just blanked me and Rukka Finland the parent manufacturing company did not even give me the courtesy of a reply.

On enquiring of Tran Am who I should serve a Small Claims Court action on they said Infinity in a tone that they were not concerned whether I did or not.

After deliberation I decided it was too much hassle especially given the wear and tear get out clause.

Now if I was cynical, which of course I am not , I would think it would be a good selling technique to market a poor product at very premium prices, promoting a fantastic 6 year warranty knowing that I would never have to honour it!

I must go as I am off to buy another Rukka to adorn my wardrobe. ...just a shame that I won't be able to wear it!

My new Oxford products jacket, looks and fits much better anyway, costs a fraction of the price and unlike Rukka is very definitely waterproof....and as an added bonus, the zip works!

THE SEVEN P'S

Which is Proper Prior Preparation Prevents Piss Poor Performance. I am not talking here about Ernie's performance in the marital bedroom but preparation for motorcycle touring.

To expand, I have just returned from a 11 day tour of Wales, the Lake District and Scotland during which I did just short of 3000 miles.

Fantastic scenery, superb weather , great roads, and excellent company.

Names will be withheld to protect the innocent.

By the time the bike rolled back up the driveway, the rear tyre was almost showing canvas, rear brake pads were virtually padless and the chain was dragging on the ground whilst making lots of worrying clunking noises.

The motto of this tale is if in any doubt...replace.

You would think an old fart like me would know better wouldn't you ☺

(You cant educate pork.! Ernie)



Bikers Moll Reporting In

Jane Wheatcroft writes in trying to get the Ladies involved in the Club

It was at the 'Not the Christmas Party' that the 'ladies' of the group were asked if they would submit a regular article for the club magazine. During the evening various suggestions came about amidst much frivolity.

Should we be really girly and do a make up and beauty section. Naaaa that's not us on a club camping weekend, should we have a biker pin up for each issue featuring a different member – at his point the conversation degenerated as we remembered the old joke of Penguin in a mankini – we didn't want to put you off. So what do the girls of the club want to read about? Clean answers only please..... – oh ok then whatever.....



So what's in it for the girls? I became a member of the club back in 2002 when my husband bought his FJR and now it has become a big part of my social life. The club has enabled me to meet a fantastic group of people with whom I meet up regularly. Although I don't particularly enjoy the run itself, these usually involve some fantastic scenery and sights and I always want to stop and see more, I now enjoy the time to myself when the run is on – its my 'me' time. I walk, read, write, go and find a restaurant and book for the evening meal – or go shopping for

the makings of a barbecue.

The club affords us the opportunity to see some fantastic parts of our country. The scenery is stunning and the company is great, I usually end up crying with laughter somewhere along the line Apparently we are not getting any younger and some of us prefer the B&B option for the weekends or there are even a few camper vans creeping in, that is not a problem you will still be made welcome and included in the evening frivolity if that's what you want. Although some of us refuse to act our age!

So when your Man says he wants a weekend away with the bike club why not come along with him. You don't have to ride your own bike, you could be a bikers moll like me, You can camp or B&B, you can come on the bike or in the car, you can go on the run or amuse yourself in other ways....whatever you choose.... All you need is an open mind!

But give it a go we would love to meet you.



Club Page

For Sale

FJ1200 full Givi wing rack complete with fitting kit, 3 36ltrs panniers and 45 ltr top box. £199
At club workshop. ring Ernie on 01454 299325 or email doc@fjclub.co.uk

Please email doc@fjclub.co.uk if you wish to have any bikes or parts listed on this Page or Post details to FJ Owners Club, Ivy Cottage, Cromhall, GL12 8AR

JOKES

My son's been asking me for a pet spider for his birthday, so I went to our local pet shop and they were £70!!! B*ll*cks to this, I thought, I can get one cheaper off the web.

I was driving this morning when I saw an RAC van parked up. The driver was sobbing uncontrollably and looked very miserable. I thought to myself 'that guy's heading for a breakdown'.

Met a beautiful girl down at the park today. Sparks flew, she fell at my feet and we ended up having sex there and then. God, I love my new Taser!

Got a new Jack Russell pup today, he's mainly black and brown with just a small white area so I've called him Bradford.

If you get an email telling you that you can catch Swine Flu from tins of ham then delete it. It's Spam.

When I was a kid people used to cover me in chocolate and cream and put a cherry on my head. Yeah, life was tough in the gateau.

Now on sale at IKEA beds for lesbians: no nuts or screwing involved, it's all tongue and groove

A Muslim has been shot with a starting pistol; police say it's definitely race related

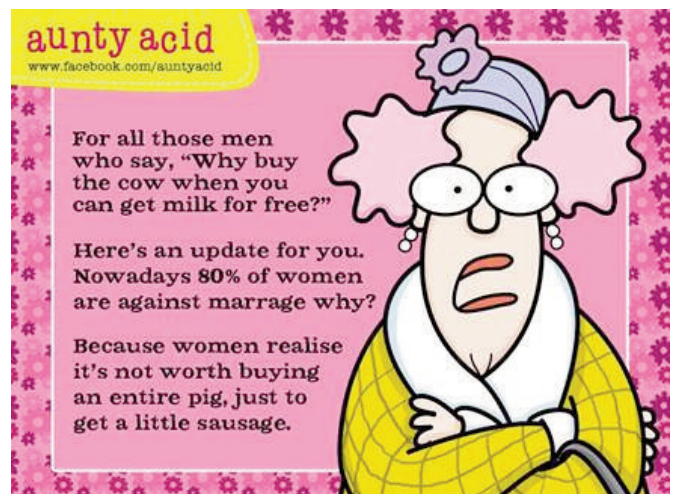
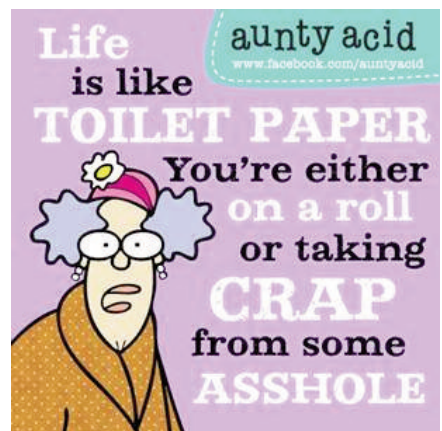
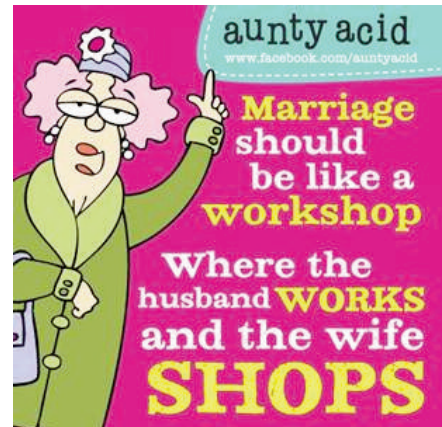
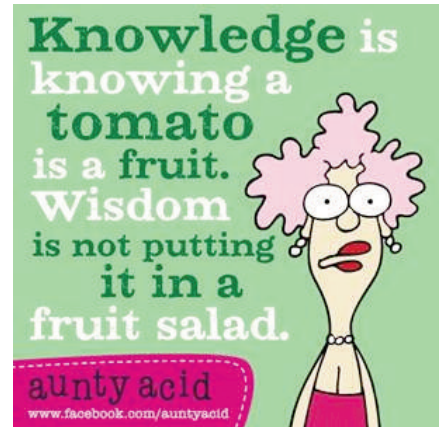


A lawyer defending a man accused of burglary tried a creative defense to get his client off the hook. "My client merely inserted his arm into the window and removed a few paltry items. His arm is not himself, so I fail to see how you can punish the whole individual for an offense committed solely by his arm."

"Well put," the judge replied with a grin.

"Using that same logic, I sentence the defendant's arm to one year's imprisonment. Your client can accompany the arm or not, as he chooses."

The defendant smiled. With his lawyer's help, he detached his artificial limb, laid it on the bench and walked out.



Recovering My Carburettors

By Russell Cooper

I'd been looking for a suitable bike to get me back on the road after 20 years abstinence. Not some race replica that dares you to get your knee down at roundabouts but something that could put a smile on your face.

Over Christmas lunch at my sister's place last winter, conversation turned to matters motorcycling and my wish to ride once more. Malcolm (my Mum's husband) pointed out that his old FJ was still residing in the garage in Suffolk where it had been for 10 years since they had moved abroad.

I asked him a few questions about its condition and history, he told me it was low mileage, never dropped and had been well maintained by Doc at the FJ owners club. A deal was struck

A month later I collected the old girl, she was very dirty and corroded, having stood for so long, clearly in need of a bit of elbow grease. But before I started on the chassis jobs that needed doing, Ernie had advised me to make sure the engine ran ok since the carburettors were known to 'gunge up' after having been left standing. I put some fuel in and fired her up.

She ran, but there was clearly an issue with the fuelling. On the road it felt like the low speed jets were partially blocked, applying the throttle coming out of a bend would result in some hesitation followed by a burst of power when the main jets started delivering.

Off came the carbs where I found a load of golden brown tar like substance in the bottom of my float bowls.

The next day I started looking for a solvent that would remove this stuff, tried all the standard types, brake cleaner, meths, acetone and even MEK (hammerite thinners).

Nothing even got close to removing it. Doc said that I should put them in the dishwasher, I laughed at this suggestion besides my Sara would never stand for that so I rebuilt the carbs and decided I would have to live with the fault.

Maybe it would get better after putting a few tanks of fresh petrol through them. It didn't.

I began to wonder if Doc had a point but I was still not confident about exposing my carbs to the corrosive salts used in dishwashers so I asked Ernie if he had an old carb I could experiment on, he said 'sure' and duly reached into the waste metal bin and pulled one out.

The inside surface of the float bowl was covered in this same tar like stuff, way worse than mine.

The next morning, I broke a nugget off the corner of a dishwasher tab and set off to work.

After cutting the carb in half to reveal the primary drillings, I mixed up a dishwasher tab solution and



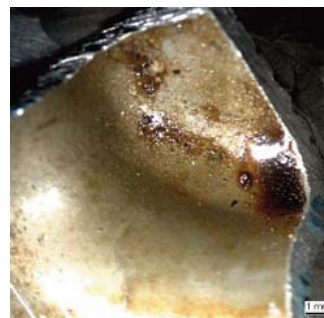
Figure 1 shows the cross section of the carb cut through the primary drillings. Tar can be seen as a golden colour deposit.

heated it to 70°C. Into the solution went the carb which I moved around with pliers gently to keep a flow of solution over the surfaces.

The metal fizzed a little. Ten minutes later I rinsed the carb off and to my complete surprise, all traces of the tar had disappeared.

Unfortunately the metallic surfaces had all darkened in the process, perhaps the solution was a bit strong or maybe the temperature was too high.

Wishing to confirm the results of the first trial and to see if I could avoid the discolouration issue, I cut the float bowl up into segments and did a set of trials to assess the effectiveness of different detergent concentrations and temperatures.



Figures 2 & 3 show the same piece of float bowl before and after washing in a solution containing 2 grams of dishwasher tab in 1 litre of water. All solutions cleaned the tar away but by bringing the temperature down to 40°C stopped the metals from tarnishing.

Now all my carbs have been cleaned in this way and Doc has kindly balanced them for me, my FJ runs beautifully. She starts easily and the power is delivered much more smoothly than before. So just like Doc said to me at the Severn bridge services before the ride-out last Sunday, 'If all else fails, listen to my advice'.

TECHNICAL INFO

Carburettor strip down for cleaning



Over a period of time it may arise that the carburettors and their jets may become clogged with dirt particles or varnish.

Common sign for the need to clean the carbs can be, poor engine performance, hard starting, stalling, flooding and backfiring.

To remove carbs simply remove tank, undo throttle cables, either by using the joining casing on the early FJ's or removing cable ends from the throttle grip. Remove choke cable from carb body. Loosen the air box, (three 10mm headed bolts) and loosen clamp screws on both cylinder head intake rubbers and the air box rubbers. On 3CV and 3XW models you must disconnect the fuel lines going into the fuel pumps.

Pull the carbs back towards the air box which allows the carbs to pull free from the inlet manifolds. To remove from air box simply pull up whilst slightly twisting them, remember that the rubber vent pipes will also come away with carbs.

Before dismantling undo the float bowl drain screw (14) and allow the petrol to drain into a suitable container. Remove the screws from the top which holds the diaphragm and slide, it may be necessary to use an impact driver so

be careful not to use too much force. Inspect the diaphragms for any holes, splits or bad chaffing, holding

(bank of four).

Remove Pilot screw (18) along with spring, washer and 'O' ring. Once float chamber bowl is removed so can the Main jets (10) Pilot jets (16) and Floats (12) along with Needle valve (11) by withdrawing pin.

Further strip down is only necessary if server sediments, blockage or corrosion is found.

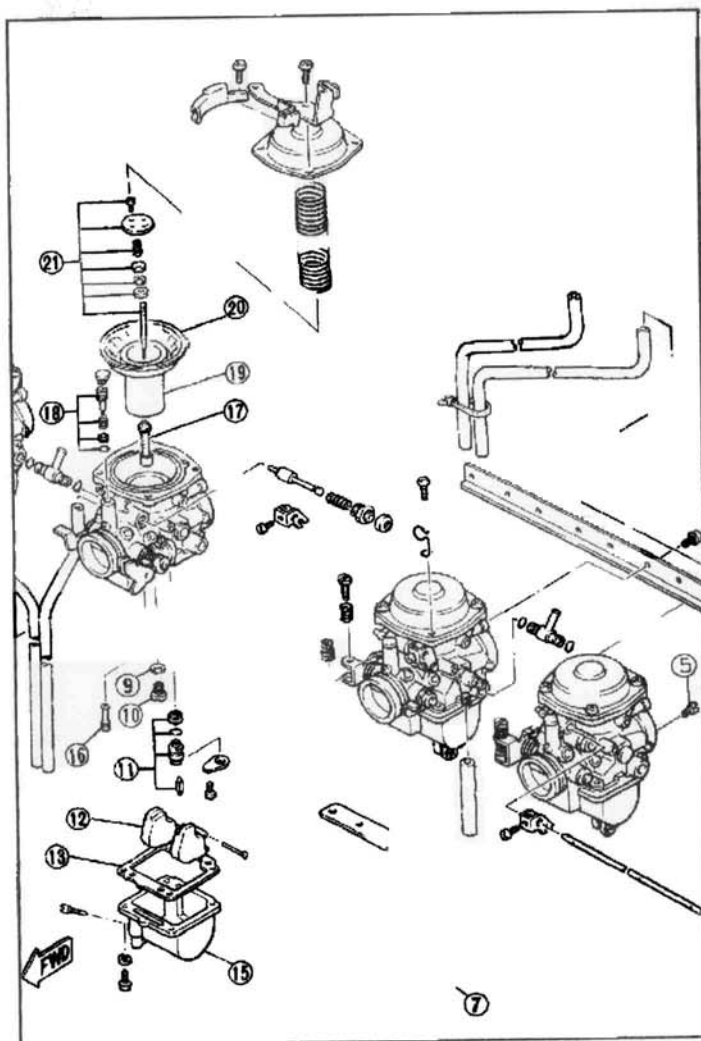
To clean the carbs and jets it is worth buying a special carb cleaner to free any dirt etc. or just use petrol.

Submerge jets etc. and allow the carb body to soak in the solvent for about 30 minutes to loosen and dissolve the varnish or deposits. Using compressed air blow out all the solvent from the jets and passageways in the carb body.

Reassemble jets and floats etc. ensure that the Pilot screw is fitted with a washer then 'O' ring before fully screwing into body, then turn screw, 3 turns out for 3XW model or 2 turns for earlier models. Remember to tighten drain screws on float chamber bowl.

Refitting carbs is straight forward, to aid fitment,

lightly oil rubber manifolds. The overflow pipes can be a bit awkward to relocate behind the back of the engine but ensure pipes are not bent or twisted



- | | | |
|--------------------|-------------------|--------------------|
| 5) Pilot air jet | 12) Floats | 18) Pilot screw |
| 7) Idle adjustment | 15) Float chamber | 19) Throttle valve |
| 10) Main jet | 16) Pilot jet | 20) Diaphragm |
| | 17) Needle jet | 21) Jet needle |

it up to a light will help reveal any problems, if any damage is found (usually after 30k) replacements cost £90 each for O.E but the cheapest solution is to purchase second-hand carbs from a breaker for £70-£90

Fitting Instructions for Float Needle Kits

- 1) Remove carbs; tip is not to remove the air box, just undo the 3 mounting bolts and pull back.
- 2) Place carbs in vice
- 3) Remove one float bowl at a time. Empty float contents.
- 4) Remove pin that retains the floats. I use a centre punch to gently tap out. Take care not to damage the arms.
- 5) Remove float and needle assembly
- 6) Remove valve seat using single screw
- 7) Fit new valve seat after lightly greasing seal. Refit screw and retaining washer.
- 8) Refit float with new needle with retaining pin.
- 9) Note tab on float unit that is used to adjust needle position
- 10) Refit float bowl
- 11) Connect up remote fuel tank and allow refuel carbs
- 12) Connect fuel level tube and undo lower drain screw
- 13) Allow fuel to flow through tube and remove air bubbles.
- 14) Place the tube alongside the float bowl so comparing level with gasket. You are looking for 1mm below gasket, + or – 3mm. If within limits repeat procedure to other carbs.

To Adjust Level:

- 1) Remove float bowl and remove fuel
- 2) If fuel level was to high, move the tab up to make the needle cut off supply early. Fuel level was to low, move tab down to allow needle to cut off supply later.
- 3) Refit float bowl and connect fuel supply
- 4) Recheck level with tube. Adjust until within limits.

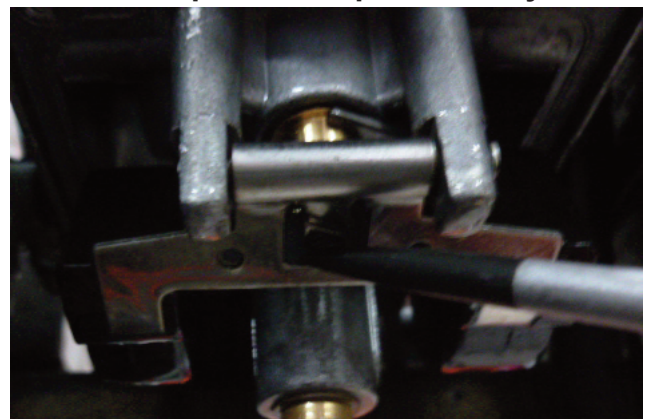
Note; Within the kit there is gaskets and 'O' ring for use if you plan to fully strip carbs, otherwise they are not needed



Float kit; main part is the needle and seat



Tap out float pin carefully



Adjusting tab by twisting screw driver



Fuel Level below gasket level

Basket Case

The story of a members dream to have his FJ rebuilt but ill health put that in jeopardy.

I had a phone call asking if I would be interested in reassembling a FJ.

“Sorry not interested, it’s summer and it’s not something I’m prepared to do, life’s too short”

Then he hit me with a bomb shell.

Well it’s not for me but my friend who has a serious health issue and is unable to complete the rebuild of his much loved FJ, he has been a member for 20 years is there anything you can do as it would be so nice to get the bike finished before he won’t be able to appreciate all his hard work.

played on the garage floor.

There was a new collector box and down pipes, lots of stainless steel fasteners, and powder-coated parts, plus the brake calipers had been reconditioned and repainted, all still looking good.

So time to pop the bits on, then I started looking closer at the assembly that he had completed. I noticed that the swing arm was fitted but in the parts sitting there was an endless drive chain, (in fact there was two). So I needed to remove the swinging arm to fit the



This is how it was dropped off. Most of the work done.... or so I thought

This guy had completely stripped the FJ and had been working his way through it by buying new old stock and getting things powder coated and engine re-sprayed etc..

What could I say.

Sure bring the bike around and I’ll work my way through it.

I’ve rebuilt many a FJ but the big difference here was I hadn’t took it apart, as there is a way to do things.

They dropped off the bike.

Basically it was a frame with an engine, swinging arm and front end bolted in. Looked like a simple job as I started to go through all the parts he had brought, they were bubble-wrapped, stored in plastic boxes plus the fasteners were bagged with labels on. Some 2 hours later I had managed to get all the parts dis-

chain, this was the start of how it was to carry on!

To add insult to injury, the swinging arm bolt was fitted and done up the wrong way around, there is a flat that holds the bolt in place, it’s an achievement to not fit correctly.

On grabbing the arm I noticed massive movement, on closer inspection the movement was in the linkage arm bolted to the frame. So I removed the unit to find the collars were missing, hence the massive movement.

Next was the front end. It didn’t look right, and again, on inspection, I noticed that the newly fitted head races in the frame hadn’t been seated. I released that in fact the new bearings on the yoke hadn’t been either, so guess what? The front end had to be stripped back to components and the fitting faults rectified. Even the rubber washer between the locking nuts was

Basket Case

missing (yes it is important). I lied, I did find it, it was crushed in the bearing under the top yoke....

On fitting the front wheel I noticed the new bearings weren't seated and the speedo washer drive was missing. Again, another big issue was the amount of small but important parts that were missing, like no exhaust gaskets to an absent rear brake switch bracket. New brake discs were fitted.



One of many boxes, selection of wire looms, which one is right ?

Next was fitting the wiring loom, again there was two so I picked the tidy one but an hour into it I noticed that there was a pair of wires on a block connector that I've never seen the likes of before (yes you need to understand I'm a bit of an anorak when it comes to FJ's). I double-checked with the other loom and released that this loom must be a USA item, so I had to pull the loom back off and the other was fitted.

Now it was coming together but, seeing as the engine was bolted in, I didn't take much notice apart from the fact that some of the mounting bolts were missing. But on closer inspection I noticed that the right front lower mount had no rubber collar fitted, so I removed the lower frame rails and found a rubber mount in my odd and sods boxes.

Next was the lower rear engine mount. I found the bolt and it should have been a simple case of sliding it in and tightening up but there was a restriction in fitting. My first thought was perhaps I've got it the wrong way round? I tried but it still wouldn't fit. After a long time I simply thought that the bolt hole in the frame and engine wasn't aligned so undid the engine mounts and, using a jack, I wiggled the engine around to aid alignment. Still no luck. In desperation I removed the lower rails and all the bolts so it was just resting on the jack, now it must surely align. Not a chance, I'm going to have to drop the engine and check the mounting hole.



Engine mounts; same same but different

What a f..k up. I released that the idiot had fitted the wrong engine mounts, as the inner diameter was different to the bolt size, now this rang a bell as to how the front mount was missing as they were in the 'pissing' rear mount. Then I worked out that the mounts are held apart by a collar and this was missing as well. So a good two hours to fit one bolt, I'm starting to loose my mind now, I'm taking ten steps back to go one forward. It would have been so much quicker if I had been given all the components separately as every thing was bolted together incorrectly and dangerously.

The front brakes were already bolted together as a unit so no issues there but, when I fitted the rear brake calipers, I struggled bleeding it. No problem, I will back pressure it using a syringe, but no joy. To



Front end removed so I could fit the bearings correctly. One step forward, one step back

Basket Case

achieve this I needed to remove the master cylinder which led to more work as the footplate needed to come off for access. Then the problem became clear, the piston was seized in the bore, so a new piston kit was fitted and then this allowed it to bleed quickly, but who cleans, paints and bolts on a master cylinder and not check the inner piston moves !

like a pressured washer. On Switching it off, I thought how could I had forgot not to fit the clutch slave unit? On checking I sussed out the issue was when he had the filter bowl powder- coated he had removed a drain screw, I bet know-one knows that there is a drain screw, I've never used it let alone taken one out. The garage looked like I had slaughtered a pig. Once I fitted a bolt and started her up again I noticed oil dripping from the front of the engine, on closer inspection I noticed that even though new cam bolt



Now it's coming together. Ready to get the engine up and running. What could go wrong ?

This wasn't the last. After fitting the carbs and exhaust the engine was ready to run so I double checked that an oil filter had been fitted as the fact the housing was bolted on could be the assumption. Filled with oil and on start up I heard the inlets blowing as I released I hadn't fitted the blanking caps on the manifolds but on looking up, the oil was shooting out of the engine

seals had been fitted by him, he had forgot to fit the upper dished washers.

There was still another issue, in the morning I could see that there was a slight drip of oil under the engine, shit I hope he hadn't messed with the sump and replaced a gasket or something, so I checked the drain bolt and I couldn't move with my fingers so double checked with a socket and found I could turn another half a turn.... who nearly tightens up a oil drain bolt...?



One little non fitment of a screw resulted in this

The fairing fitment was straightforward but, due to the problems of his mis- labeled fasteners, I grabbed a selection from my odds and sods box to save time and effort.

No reserve switch was to be found and I was saved, yet again, by the odds and sods box.

The bike is finally back together and having only 20k on it and all the parts powder- coated it looks the dogs...

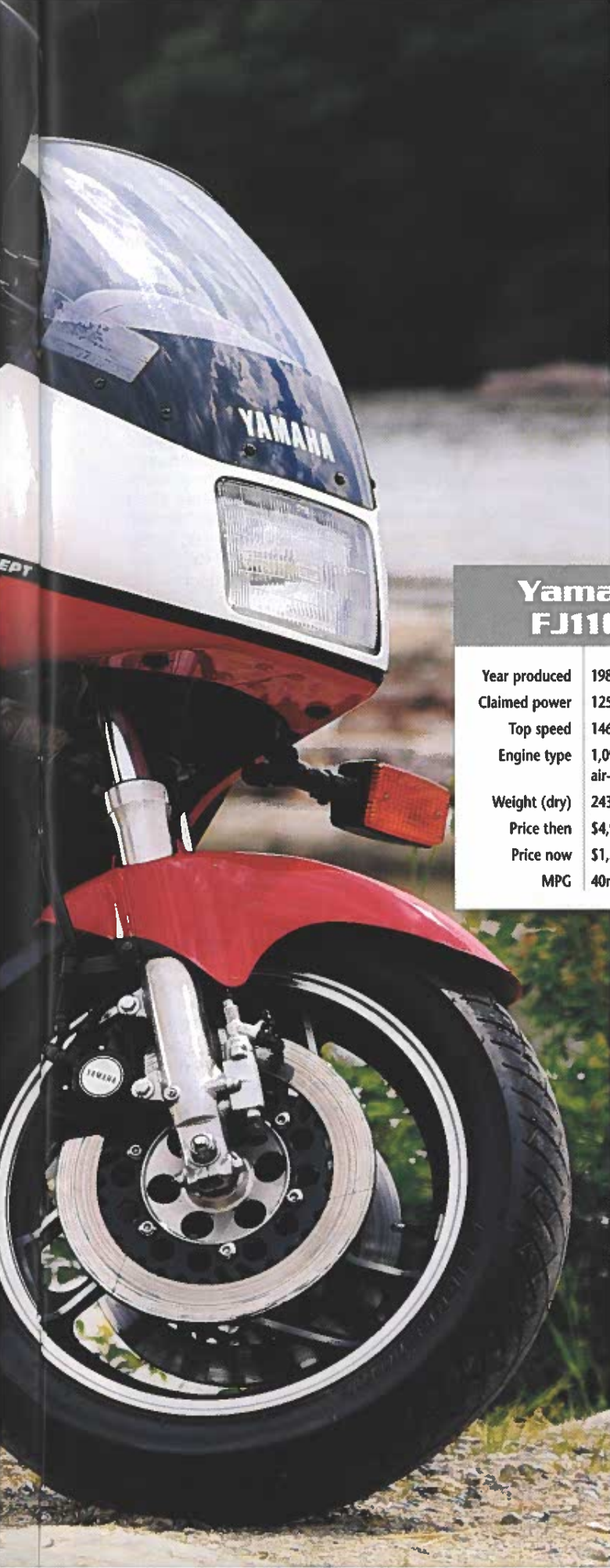
Let's hope that he now can enjoy the bike now its all back together and running as Yamaha had intended. As the years it has put on me can only be rewarded by his satisfaction.

SUPERSPORT *SMOOTHIE*

Yamaha's 1984 FJ1100 put the
sport into sport-touring

Story and photos
by Robert Smith





The FJ1100 certainly caused a stir in its freshman year: "The best large displacement sport motorcycle of 1984, and maybe even the best in its class in the history of motorcycling," said *Rider* magazine. *Cycle Guide* made the FJ1100 its Bike of the Year, while *Cycle* magazine raved, "All hail Yamaha's FJ1100, King of the Superbikes ... class champ, no contest." So what was all the fuss about?

Yamaha FJ1100

Year produced	1984-1985
Claimed power	125hp @ 9,000rpm
Top speed	146mph
Engine type	1,098cc DOHC, air-cooled inline four
Weight (dry)	243kg (535lb)
Price then	\$4,999
Price now	\$1,500-\$4,000
MPG	40mpg (avg.)

It's sometimes difficult to remember there was a time before faired sportbikes. Nakedness was the norm until BMW kicked off the trend with a small, factory-made handlebar fairing on its 1974 R90S, and Ducati launched the street version of the 750SS — complete with fairing — in the same year. It was another six years, though, before streamline became mainstream on bikes with sporting intentions: think Suzuki's Katanas and GSs, Kawasaki's GPz and Ninja range, and Honda's new V4 Interceptors.

But the bike with the most bodacious bodywork of the early streamlined sportsters was the 1984 Yamaha FJ1100. In fact, its frame was designed with front-end fiberglass in mind, and its shape made the FJ the slipperiest supersport of its day. Along the way, the FJ1100 effectively drew the blueprint for a generation of sport-touring motorcycles — a

line that continues today with the FJR1300.

Evolution and revolution

The FJ1100 that came to the U.S. market for the 1984 model year was a completely new motorcycle. Unlike Suzuki's entry in this market, the GS1100, Yamaha chose not to simply revise its Seventies-era XS1100 engine, starting instead with a clean sheet of paper. Somewhat surprisingly, Yamaha opted for an air-cooled engine with five gears, when both Kawasaki and Honda chose liquid cooling and six cogs for their new supersport bikes. Though simpler, air-cooling inherently limits the engine's output potential because of inconsistent operating temperatures. That didn't stop Yamaha engineers from extracting a claimed, class-leading 125hp from the airhead, inline four-banger. Though still an all-new engine, unlike the contemporary Honda V-4, the FJ1100 was evolutionary rather than revolutionary.

In some ways, the FJ bridged the gap between the air-cooled, 8-valve DOHC fours of the Seventies and the new liquid-cooled, 16-valve engines of the Eighties. The FJ also marks a split in superbike development, paving the way for a new class of liter-plus sport-tourers, leaving the out-and-out sportbike competition to the under 1,000cc bikes like the more frenetic Kawasaki ZX9 Ninja of 1984. The split in the superbike market into these niches was new in 1984, and the motorcycle magazines weren't quite sure how to evaluate them: Were they touring machines, track tools or drag bikes? Or a little of each?



“ In fact, its frame was designed with front-end fiberglass in mind, and its shape made the FJ the slipperiest supersport of its day. ”

Genesis

The basic FJ concept was familiar enough for the time: an inline 4-cylinder engine with double overhead camshafts operating four valves per cylinder. Bore and stroke were conservatively oversquare at 74mm x 63.8mm, but valve sizes, large-ish with 29mm intakes and 25mm exhausts, speak to an engine intended to rev to produce power. Likewise, the four 36mm Mikuni carbs would need to see some pretty rapid pumping to work most efficiently. So this was an engine that had displacement for low-down torque but was also intended to rev to produce its optimum power.

Minimizing engine width was a prime objective, so the generator went behind the crankshaft, and drive to the gearbox input shaft was by means of a gear straight-cut into the no. 3 cylinder's crankshaft web. The result was an overall engine width of just 20.6 inches. Drive to the camshafts was by Hy-Vo chain from the center of the crank, a one-piece item running in five plain bearings. Supporting those bearings was a cast alloy crankcase, the webs of which were drilled to allow free passage of air between each cylinder. Yamaha claimed this breathing improved power to the "tune" of 5hp!

Behind the crankshaft in the same casing was the multiplate, diaphragm-spring, wet-clutch and 5-speed transmission, the output of which passed to the rear wheel by a conventional 530 chain. Yamaha engineers were also able to keep the engine compact enough for a 59-inch wheelbase.

Less conventional was the chassis. Built from rectangular section steel tubes, the frame's upper members curved around the engine instead of over it, a pattern now universally adopted for sportbikes (but now wrought in aluminum alloy). The top tubes continued forward around the headstock, meeting in front of it and triangulated to it by short welded tubes. The result was an extremely rigid front end. The peripheral frame structure also allowed the upper fairing to be bolted directly to the frame without using extra brackets or stays, making for a very solid assembly.

Two more frame tubes ran below the engine, but with a bolted-in center section to allow the engine to be dropped out for repair. A sturdy rectangular, extruded-alloy swingarm attached to a single spring/damper unit for rear suspension. At the front was a conventional telescopic fork, set at what would now be considered a relaxed rake angle of 27 degrees ("... steeper than any

Lucky man: Owner Gil Yarrow's been enjoying his FJ ever since he rode it off the showroom floor in 1984.



ESSENTIALS 1984 Yamaha FJ1100

Engine: 1,098cc DOHC, 16-valve air-cooled inline four, 74mm x 63.8mm bore and stroke, 9.5:1 compression ratio, 125hp @ 9,000rpm (claimed)
Top speed: 146mph
Carburetion: Four 36mm Mikuni CV
Transmission: 5-speed, chain drive
Electrics: 12v, electronic ignition
Frame/wheelbase: Perimeter steel tube frame/1,494mm (58.8in)

Suspension: Telescopic front fork, adjustable preload and rebound damping, single-shock swingarm rear with adjustable preload and rebound damping
Brakes: Dual 282mm (11.1in) discs front, single 269mm (10.6in) disc rear
Tires: 120/80 x 16in front, 150/80 x 16in rear
Weight (dry): 243kg (535lb)
Seat height: 762mm (30in)
Fuel capacity/MPG: 23ltr (6.1gal)/40mpg (avg.)
Price then/now: \$4,999/\$1,500-\$4,000



Horns on our photo bike are non-stock items, color-matched to the bike by owner Gil Yarrow (above). Scooped belly pan is classic mid-Eighties fare, as is the FJ's anti-dive braking system (left).

other current big sport bike," noted *Cycle Guide* at the time) and fitted with an adjustable anti-dive device.

This is one of two period features that mark the FJ as a machine of the mid-Eighties: the anti-dive units, one attached to the bottom of each fork, were designed to prevent excessive fork dive under braking. They used hydraulic pressure from the front brake line to restrict fork travel. So the fork would compress normally when hitting a bump in the road, but its compression would be limited when the front brake was applied. That meant the front brake could be used during cornering without unduly upsetting the steering geometry. It certainly improved the performance of the front dampers of the day — though newer forks with variable rate damping have made anti-dive units unnecessary.

The FJ's other period feature is its 16-inch wheels. Smaller wheels worked well on Grand Prix racers of the era, so why wouldn't they work on the street? No reason at all, said bike mak-

ers — and though the industry switched to 17-inch skins within a few years, the latest racing trend is back to smaller diameters, with Jorge Lorenzo using a 16-incher on the front of his MotoGP ride, a Yamaha YZR-M1.

Performance

There's no question the FJ was at least as good as its contemporary competition, especially as an all-rounder. It managed to be ferociously fast, yet docile in traffic, adept at track sessions yet equally at home on tour. In fact, over time it turned into one of the most popular sport touring bikes when the category was just becoming a distinct market niche.

In a six-way *Cycle* magazine comparison of the best of the 1984 big bikes, the FJ lost bragging rights in top speed (by less than 1mph at almost 146mph) to Honda's new VF1000F Interceptor, but smoked the field on the dragstrip with a 10.68-second run at a terminal speed of 125.34mph. It achieved all this in spite of weighing more than 570lbs with a full tank of gas, and a power output measured at around 102hp at the back wheel instead of the claimed 125. Its slippery bodywork seems to have been the FJ's trump card.

In another shootout, *Rider* magazine concluded that "while the FJ's performance-oriented

Somewhat hidden in all that bodywork is the FJ's willing engine, a stout unit producing a claimed 125hp.



Resources

FJ1100/1200 Owners Group
<http://autos.groups.yahoo.com/group/yamahafj/>

Parts

www.BikeBandit.com
www.Z1Enterprises.com

ergonomics won't win any long-distance comfort contests ... the result may be 1984's premier Grand Prix sport-tourer."

Gil Yarrow's FJ1100

Gil Yarrow bought his Yamaha FJ1100 brand new in April 1984 right off the showroom floor and has owned it ever since. "It was one of the first," says Gil. While visiting Richmond, BC's Pacific Yamaha, the salesman advised Gil, "Don't sit on that bike. You'll buy it!"

He was right, too. Gil fell to the old puppy-dog sales close. The salesman popped a demo license plate on the Yamaha and Gil rode it home to show his wife. He was smitten, and within a few days it had moved in to his garage. "I rode all the 1100s from that era," says Gil, "and found this one to be the best."

Gil won't mind my saying that he's a little vertically challenged, and the FJ's compact dimensions suited him perfectly. In fact, the first time I saw Gil's bike, I assumed the suspension had been lowered, but no. Contemporary testers noted the FJ's unintimidating stance as one of its strong selling points.

Another curiosity on Gil's bike is the "Lateral Frame Concept" decal on the fairing. I've never seen this on any other FJ, and contemporary photographs of new U.S. models show no such script. However, Gil says he's seen the same wording on other Canadian FJs.

Before the FJ, Gil owned two Japanese Superbikes from an earlier generation: a Yamaha XS1100 and a Honda CB900F. A near spill on the XS, caused by the bike's huge torque and its short driveshaft, convinced Gil to replace it. "It was a pretty good handling bike," he says, "but around town it was a real dog." Gil was making a turn on city streets, and opened the throttle to accelerate. "The rear end jacked up and nearly ran me into oncoming traffic," he says.

What does Gil like best about the FJ1100? "The handling," he says. "It holds the road so well. Once you've got it on the move, it handles like a dream. And if you do break traction with the back wheel pulling out of a turn, just close the throttle — it hooks up no problem and away you go."

I took Gil's FJ out on the street, and was immediately impressed by

Time has been good to the FJ. Clean and muscular, it still has a contemporary look, a hallmark of good design.



two things: how its weight seemed to be focused low down, making it easy to maneuver at low speeds; and how smooth the engine was. Gil also enjoys the FJ1100's broad powerband and the "adrenaline rush" he gets every time he winds on the power. "It's one hell of a strong bike," he says, "just twist the throttle and it pretty much explodes."

Gil also reports that the anti-dive system on the front fork works well, preventing the front end from bottoming out under hard braking. And though he has heard reports of second-gear failures on some bikes, his own FJ has been faultless. The FJ is Gil's only Japanese bike. He also owns a 1960 BSA Super Rocket and 1968 and 1970 Lightnings, a 1971 Norton Commando, a 1968 Triumph Bonneville, and a rare 1963 Matchless G12CSR.

Does he ever plan to sell the FJ? "One of my sons wanted to take it off me," he says. "I said, 'You can have one of my other bikes — you certainly can't have that!'" **MC**



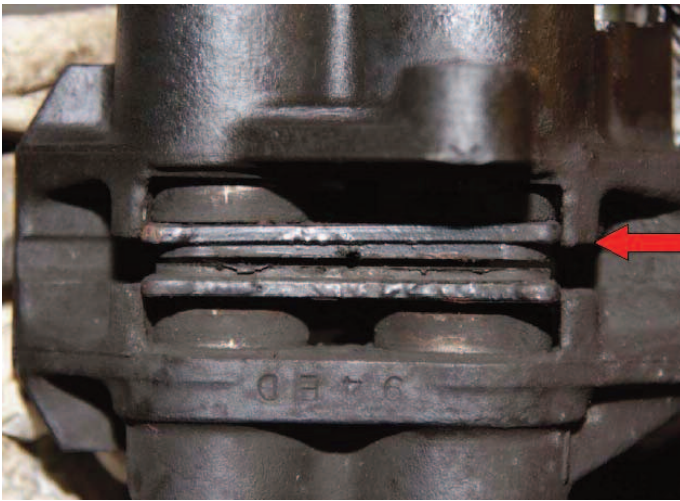
FJR Blues Spot Caliper Clean Up /Service

Article sent in by Mark Arliss

Ok let's get the disclaimer info out of the way, you can't blame me if you damage yours, I am not a professional mechanic, I just like to do stuff on my bikes if I can, I am Yorkshire so been tite is in yeah blood and I am the first to ask some one if I don't know owt. Ok on my FJ I have a set of Thunder Ace calipers fitted, I decided that before the MOT I would service the brakes.

I removed one of the calipers, inserted a large screwdriver between the pads, "twisted" so that all four pistons went back into the housing. I then squeezed on the brake lever and watched.

Only 1 of the four pistons came out with ease, now to be honest this probably due to lack of use, my FJ don't get as much use as it should. So I kept the screwdriver between the pads and kept working the brake lever until all 4 pistons came out. So I decided to buy a second per of callipers, work on them, replace and service the others; however there is nothing to stop you from doing it on the bike, just have less freedom.

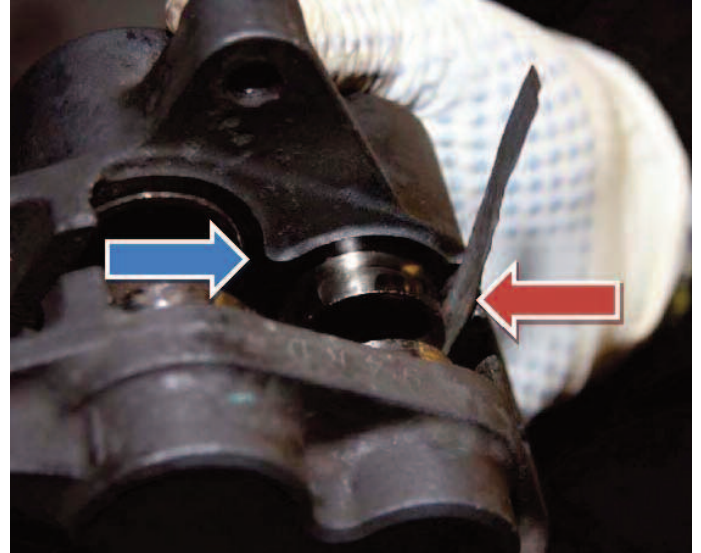


So this is what I started with.

Ok so I removed one of the pads, I leave in the other, and with the use of some mole grips this holds one side and a "pair" of pistons in place, then using the brake lever squeeze until the other pistons come out till about were the red arrow is. If one is slower than the other, you will need to insert say a thin piece of wood between the piston and the pad what is out to the level you want, and squeeze the lever again until the stubborn piston comes out. If you are lucky and the pads have worn evenly then all of the pistons should be exposed evenly. (As in the above photo)

Next is to clean the pistons and surrounding area. I use some brake cleaning stuff in a spray can, a small flat blade screwdriver and some "1200" wet and dry, it's what I had in the garage, real fine stuff ok. I use the screwdriver to get rid of any crud on the caliper

block (blue arrow). The wet and dry I cut thin strips which I fold over, the reason to cleans both sides, to polish the piston and part of the calliper



The gap between the piston and calliper is really small (red arrow), it gets filled with brake dust and road grime, so using the cleaner fluid as the lube for the wet and dry just move it back and forth. The fluid says that it does not affect the seals so all good there. You are just trying to get rid of the crud, as when you fit the new pads, the pistons will have to go back further into the calliper, smooth and shiny. If you are doing this with the callipers removed, make sure that once you have got it clean as you want it, that you "push" the pistons back into the calliper, this gets rid of as much air out of the calliper. It's a shame that there are not the same blue spots on the reverse side as it would make life easy. There is a "tool" you can buy what removes the blue caps.



You can then push the piston through manually for cleaning; I have not yet tried to take out the pistons as I don't want to go too far and break something. So there you go, hope this helps as there is a lot of these fitted to FJs/FJR's and I am sure they get left untouched.

Motorcycle mechanic takes Iron Butt victory

Wendy Crockett is the first woman to win the Iron Butt Rally



Wendy Crockett and her 2005 Yamaha FJR 1300 on Skyline Drive in Rapid City. The motorcycle took her on a 12,000-mile ride in 11 days for the Iron Butt Rally, which she won in June.

The Iron Butt Association prides itself on having the world's toughest motorcycle riders.

Wendy Crockett of Rapid City might be the toughest of all. In June, she became the 1st woman ever to win the Iron Butt Rally.

If long-distance rides for its 50,000-plus members, but its rally is the longest ride with the biggest bragging rights. It challenges riders to travel 11,000 miles or more in 11 days.

On June 17, 102 bikes and 109 riders left Greenville, S.C., on a journey to collect points and bonuses and stop at designated check-in locations.

Crockett's was one of 71 bikes that completed the rally.

According to Iron Butt Rally final tallies, the riders collectively travelled more than 828,000 miles.

"It's a North American-wide scavenger hunt. Each rider plots to accomplish what they want. If you want to finish well, you go for bigger

bonuses," Crockett said.

"Winning is based on who gathers the most points. It's a game of strategy with a whole lot of luck in it. You can have a lot of good riders, but if you have somebody end up in a construction zone or stuck on a two-lane road, that can throw a wrench in the plan. You have to plan a good ride and be able to pull it off."

Crockett rode her 2005 Yamaha FJR 1300 on a 12,998 mile loop from Greenville around the outer perimeter of the United States into southern Canada and back to Greenville. She described the route as a puzzle.

She travelled to the Everglades, across the southern U.S. to Arizona, north into Washington state and through the Canadian Rockies. She rode — with the help of five ferries — to bonus locations on islands around Vancouver.

She returned to Washington state and rode across the northern United States to the Great Lakes, Niagara Falls, and to the end of the Gaspé Peninsula in Quebec. She rode to the top of Mount Washington in New Hampshire, then headed back to South Carolina, arriving on June 28.

"I've seen and smelled and felt such incredible things. You have to be out in the world for (those moments) to find you. Rallying gives me a silly excuse for seeing places I would not otherwise have an excuse to see," she said with a training regimen.

"I've been walking and hiking nine miles every morning and being really particular with my nutrition and that made a huge impact," she said. "The dynamic of the puzzle changes every year.

This year there was a lot of hiking and physical activity you had to participate in to collect these bonuses. You ride, and then you're off your bike on a .ve-mile hike to take a picture of a waterfall somewhere."



Wendy Crockett is the first woman to win the Iron Butt Rally



(Exercising) also gave me core strength for sitting for such long periods of time. It helped with sleep management and overall fatigue,” Crockett said. While riding, she stretched her muscles to keep her blood flowing and to stave off back pain.

The rally route this year was planned to encourage all the riders to get more activity and prevent swollen legs, Crockett said.

She equipped her bike with hydration jugs so she could keep just over a gallon of water with her, and she took riding gear that could help her adapt to hot, cool or wet weather.

Crockett was shocked when she won, though other riders predicted her victory. “A lot of people were coming up to me saying, ‘This is your year. You’re going to win.’

“I felt like the place just erupted when they figured out that I had won.

Everybody felt it was time that a woman won,” Crockett said. “They were celebrating. It was a neat experience.”

In the Iron Butt Rally’s 35-year history, Crockett has ridden in it 11 times.

Simply being chosen to participate is significant; there’s a lottery to get into the event, she said. As the winner, Crockett took home a trophy and, more important, bragging rights.

“This is a unique thing to have a woman win for the first time, and the winner always has unique bragging rights. By and large, each rider is in competition with themselves. It’s a tight, fun community. We’re looking to see what we can set out to accomplish, how good of a ride I can plan ... to

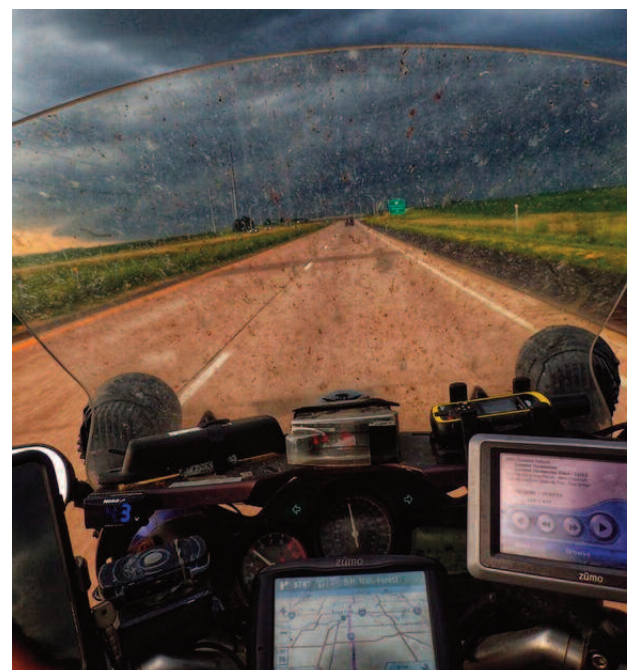
Half the time nobody remembers if you finished at all, but you’ll have some great stories and great camaraderie.” Winning is a thrill but, for Crockett, the Iron Butt Rally’s biggest appeal is the chance to get out on the open road and indulge her passion for motorcycle riding.

Crockett bought her first motorcycle at 18, and she now works as a mechanic at Sturgis Motorsports. She and her husband, Mike Loomer, owned Cyclesmiths in California before relocating to Rapid City a year ago.

Between them, the couple owns eight motorcycles. “My husband doesn’t do long-distance riding, but he is my biggest cheerleader,” Crockett said.

“I don’t know where the passion for motorcycles came from, but it just seemed like so much fun and freedom,” she said. “There’s nothing like it.

The destination is just an excuse, which is why rallying is so great. I just like being on the road ... and being out there experiencing sunrises and sunsets and beautiful moments you can’t put in a GPS.”



ERNIE 'THE FASTEST SPANNER IN THE WEST'

MEMBERS LETTERS

Hi Ernie,

Sorry to bother you. But I am a bit concerned. My 2005 FJR1300 has ABS but not sure if working properly. The light works and extinguishes when the engine starts. But I can lock up the rear wheel? I am not sure about the Front, bit scared of trying to lock that up! The light doesn't come on when I lock up the rear. Is the ABS too dim witted and slow to react? I assume its tested when the bike is serviced?

The bike has had its last two services from yourselves - a 12k then a 24k.

Thanks Steve Jenkins

Hi Steve

The abs pump may be seized on the rear. When we service the bike we test abs pump with service lead.

This is the only SAFE way to test pump is working.

If its working we tick the box on the service sheet.

If it fails afterwards its not possible to tell.

Its possible the rear has seized but front still works.

You can purchase lead from club and can test yourself or pop it in and we can test for you.

Changing the fluids can help the issue if this has never been done followed by a test.

The test forces the pump to cycle.

Hope this info helps.

Best regards ernie

BTW

The ABS will only work at speeds over about 12MPH so when you locked up the rear I assume you were moving at more than this?

Just a thought

Cheers ernie (Mark)

Any Comments

Please write to;

Ernie

at FJ Owners Club,Ivy
Cottage,Wotton-U-Edge,
Glos,GL12 8AR

Or Email

ernie@fjoc.co.uk



Ah - not necessarily! That might explain it!!

Steve :-)

Yes it wont work as well at very low speeds as at higher speeds the cycling of the ABS isn't quick enough to determine the wheels locked.

Cheers Ernie



FJR1300 ABS PUMP

YAMAHA DONT DO PAINT

Morning,

Another quick question. Do you know if Yamaha provide paint or do most people just go and get the colour matched at a normal car paint shop?

Cheers Charlie

Hi Charlie

Unlike the car world,Yamaha plastic parts come pre-painted.

So no, they dont have paint codes.

For touch up paints that are a CLOSE match Google RS paints.

FYI No paint shop or touch up paints will be as good as Yamaha's pre painted parts.Best regards Ernie

ERNIE 'THE FASTEST SPANNER IN THE WEST'

LOOM CHANGE

Hi Ernie

Horrors! The electrical gremlins you may remember I had on my bike in the summer returned in November and I now know my main loom is doomed despite Yamaha in Woking making do and mending what they could. I have corrosion in it.

While I was at Motorcycle Live, I talked to a Technical Rep at the Yamaha stand who suggested I make a plea to Yamaha UK to get them to help me afford a replacement main loom. Despite asking the main dealer in Woking to help me get a reply, nothing has happened.

My dilemma is whether to let the bike go, but after the Woking boys bridged some circuits and it has been running so well lately I am reluctant to go this route.

I am asking now if Peg is up for doing a loom change for me sometime this winter?

If I can get and supply you a good reclaimed part (1CY-82590-00) without corrosion in it, would he fit it for me? I know the bike

will be with you for a few days. However with the savings on the price of new I can afford the travel time and the labour cost of replacement (which would be the same for new as old I suppose).

I have been told that I ought to replace the front loom too, but I cannot see that assembly part number on the Fowlers website so don't know what to search on to find a reclaimed part.

Any suggestions?

And I am up for any thoughts or advice you may have for me regarding this plan.

Hope all is well with the Owners Club.

Howard Dyer

Hi Howard

We've never changed a whole loom before and are unsure if the engine needs to come out to fit.

Problem is if it does the exhaust will have to come off and nine times out of ten the studs snap and these need to be drilled out etc and on and on it goes and more expensive it becomes.

Like Peg said he's happy to do it but you need to be aware of this.

My advice would be to sell it whilst its running well and get another one 2013> model perhaps?

Regards Ernie



This this the honesty and straightforwardness I have come to expect from you guys.

But look out, between these emails I have found a new un-used assembly for less than £400 and I have bought it.

I accept that things may not go smoothly but I have paid a third of the price that Fowlers quote and they say it is a back order to Japan.

Work to fit a new part would still encounter the same difficulties, but who is better than Peg to overcome them properly?

Block me off some time in your workshop schedule to start anytime after the next few weeks. I'll ride the bike to you and give you the part and we'll plan for leaving the project with you for a week initially. I realise we may have to extend this. But I would appreciate it if once your start, you keep this project alive and not let it get stuck in Wotton U E and moulder.

If you remember I was aiming to bring it to you anyway this winter to expose the front loom and investigate the reasons for the screen non-retraction on shut-down - which is still a defect. Please do what you can on this too.

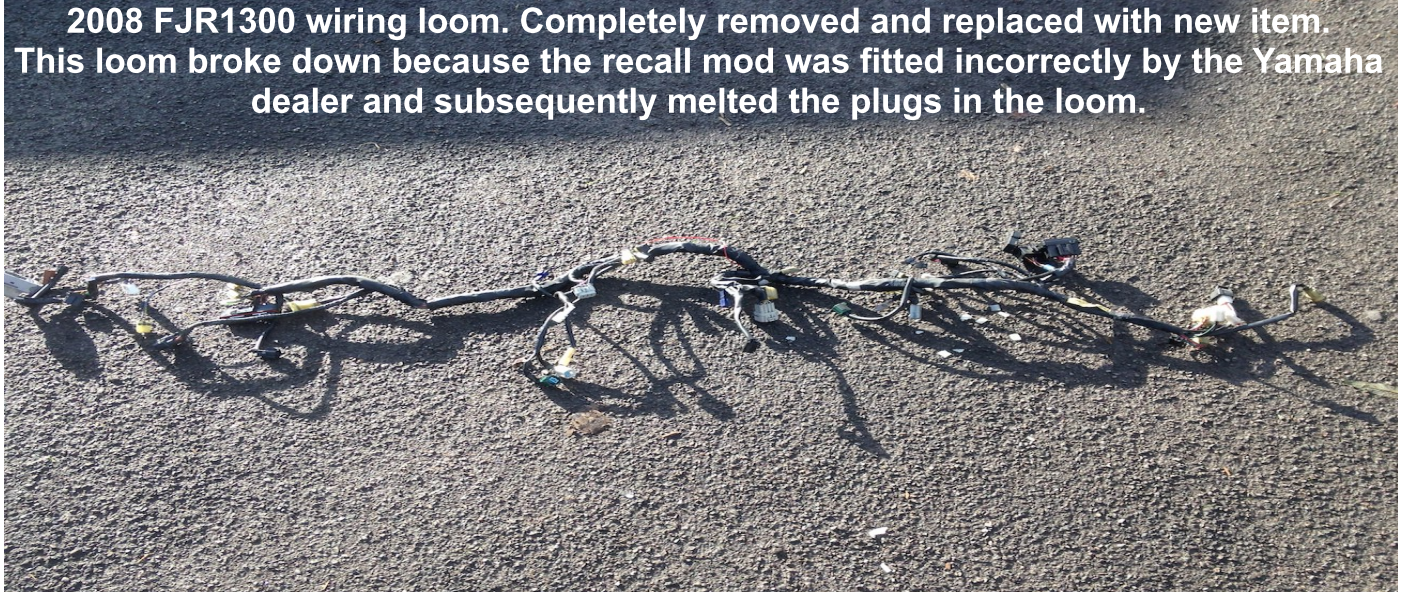
Many regards

Howard

ERNIE 'THE FASTEST SPANNER IN THE WEST'

LOOM CHANGE

2008 FJR1300 wiring loom. Completely removed and replaced with new item. This loom broke down because the recall mod was fitted incorrectly by the Yamaha dealer and subsequently melted the plugs in the loom.



Hi Guys

Thank you so much for keeping me informed.

I'd love to see a picture of the bad parts of the old loom. In fact such a picture would be an image for you Rouge's Gallery!

regards

Howard

Hi Howard

When we have it off will have a look.

I can see where others have added wiring but to be fair it all looks OK to the normal eye so a picture wont show the problems.

Cheers ernie

Hi Guys

Just a line to say that I think my FJR crisis is over at last.

The linkage recently replaced by a service centre - and subsequently put in properly - the right-way round - by you guys.

The electrical loom degradation is diagnosed by a service centre - and subsequently sorted by replacement - by you guys.

The ("maintenance-free") air intake filter installed by a service centre was found to be uncleaned and clogged, but found and corrected - by you guys.

I rode home last week on my now renovated machine with a song in my heart as I love the old beast and feel assured that things have now

been done properly.

And yesterday, on your advice, I had the bike professionally treated with ACF-50.

So I'm set for worry free riding all through 2020 and beyond.

Thanks to Peg for doing the work, to Ernie for advice and Doc for getting me into your busy schedule at short notice back in May.

egards

Howard Dyer

Hi Howard

Thanks for the follow up email.

BTW, not wanting to blow my own trumpet but I did do half the work as well.

Pictures I sent you all my own work!

(Peg helped me with the frustrating stuff.

Two heads better than one.)

But thanks again.

Hope the old girls gotta new lease of life and good on you for getting ACF50 treatment.

Im sure this will allow bike to stay in pristine condition for many years to come.

See you soon,

Ernie

ERNIE 'THE FASTEST SPANNER IN THE WEST'

New FJR1 300AS Ultimate Edition & FJR1 300AE Ultimate Edition



The FJR has set the benchmark for touring excellence and established itself as the definitive large-capacity sport tourer. Few other models have enjoyed such a long run of continued success as the FJR1300, and during the past two decades it has been chosen by over 120,000 riders worldwide.

Due to the arrival of EU5, Yamaha launches the final generation of this iconic motorcycle - the FJR1300 AS/AE Ultimate Edition, paying a special tribute to this legendary machine after almost 20 years from its launch. With an exclusive finish and equipped with a range of premium features, the two new versions for 2020 offer the most refined, exciting and rewarding riding experience in the sport touring class.

The bodywork has been treated to an exclusive black finish that reinforces the purposeful power-tourer look while accentuating the bike's aerodynamic lines - and a thick gold band running from the front to the rear of the 25-litre fuel tank adds to the premium feel.

The lightweight 3-spoke alloy wheels benefit from a gold finish featuring FJR logos to give the Ultimate Edition models an exclusive and dramatic look that perfectly conveys their legendary status.

These premium sport tourers are equipped with an electronically-adjustable high screen that offers enhanced comfort and increased wind and weather protection.

The settings for the seat, cowl and handlebars can also be adjusted, enabling riders to easily and quickly modify the ergonomics on the Ultimate Edition in order to achieve the ideal set up. For a fully co-ordinated look the luggage on the Ultimate Edition models feature a colour co-ordinated finish with a black chrome strip that adds a touch more class. The FJR's seating can be raised or lowered to suit the rider's preferences, and on the Ultimate Edition the stepped two-piece black seat comes with gold stitching and a gold FJR logo that complements the exclusive appearance.

Key components are treated with a special black finish, including the handlebars and risers, control levers, top clamp, filler cap, rear grab handles, brake calipers and passenger footrest brackets. This co-ordinated look underlines the high status and premium quality of the Ultimate Edition models and marks them out as future classics.

The FJR1300 AS Ultimate Edition & FJR1300 AE Ultimate Edition will be available at Yamaha dealers starting in December 2019. Price £17,400

FJR Centre Workshop

The FJ Owners Club Workshop, Specialising in FJR1300's

FJR Servicing Charges

The Clubs workshop is run by Mark 'Ernie' Lodge and Jake 'Peg' Udall and specialises in the service and maintenance of all Yamaha FJR1300's models

INTERIM SERVICE: every 3000 miles **Work carried out:**

Replace: Engine oil Check: Bearings, pads, coolant, shaft oil, lights, tyres, levels, battery, & ABS etc.

Labour COST: £47,

6000 MILE or 6 monthly SERVICE

(which ever comes sooner)
(10,000km)

Work carried out:

Replace: Engine oil & Filter, Shaft oil Balance injectors. Check: bearings, pads, air filter, coolant, shaft oil, lights, tyres, levels, battery, & ABS etc.

Labour COST: £120,

12000 MILE or 12 monthly SERVICE

(which ever comes sooner)
(20,000km)

Work carried out:

Replace: Plugs, Engine oil & Filter, air filter, Shaft oil, fuel injection balance. Grease: Steering stem, linkages and shock

Check: bearings, pads, air filter, coolant, shaft oil, lights, tyres, levels, battery, & ABS etc.

Labour COST: £240,

24000 mile or 24 monthly SERVICE

(which ever comes sooner)
(40000km)

Work carried out:

As per 12,000 service plus Check and adjust engine valve clearance.

Replace coolant.

**Labour COST: £360,
Note; 2013> £420**

**Non Menu
LABOUR Charges
£55 per hour**



'Peg' seems to be enjoying himself servicing these FJR's



**Snapped Suspension
Linkage Arm caused by
lack of proper servicing**

MENU LABOUR CHARGES

(quote for AE model)

- Rear Linkage grease (only) £130
- Steering Head Bearing Grease (only) £55
- Swingarm Grease (only) £155 (£185)
- Cam Chain replacement £250
- Fork Seals replacement £125
- Fork Seals Replacement 06> £160
- Fork Oil Replacement £85
- Stem bearing replacement £165
- Tyre fit and Balance £22 per tyre
(Tyres fitted with slime etc extra £5 per tyre)
- Brake pads replacement £25 (each caliper)
- Balancing Fuel Injection £40
- Braided hose fitment £25 per line
- Braided clutch hose fitment (except AS) £50
- Front discs replacement £45 ea
- Radiator replacement £280
- Rear disc replacement £45
- Rear Shock Replacement £30 (06> £65)
- Coolant replacement £35
- Headlamp Bulb replacement (Labour only)
- 2001 -2005 £6 each Bulb
- 2006 - 2012 £10 each Bulb
- 2013 -2015 £12 each Bulb
- Hydraulic fluid replacement £55 (AS £95)
- Valve clearance adjustment 01-12 £200
(13-20 model extra £50)
- (Cam chain tensioner replacement Extra £50 all models)

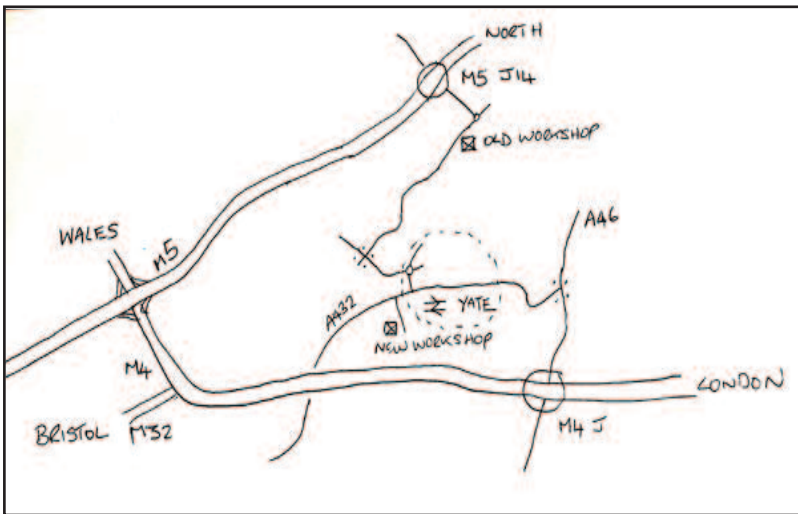
To make a workshop appointment ring 07551 655141
from 9.00am to 5.00pm during weekdays.

ALL PRICES SHOWN ARE LABOUR (INCLUSIVE) only parts need to be added

The New FJR Centre Workshop

The FJ Owners Club Workshop, Specialising in FJR1300's

Unit 5 Nibley Business Park, Nibley Lane, Yate, Bristol, BS37 5HL



DIRECTIONS

We can be found from either the M5 or M4.

M5; If you know the old place you can take the M5 J14 junction, drive past the old place and go towards Yate. Then its a left at traffic lights. 3rd exit off roundabout. Right at lights then opposite the Swan Inn is Nibley lane and we are only a few yards off turning.

M4 ; Either from East (Wales) or West (London) come off junction J18. Travel along the A46 to traffic lights and turn left. Keep on A432 until just outside Yate and on the right is the Swan Inn. Opposite is Nibley lane.

New Telephone number **07551 655141**



Goldilocks size workshop. Entrance at front into kitchen area. Office is upstairs above entrance



Doc pointing out the tradesmans entrance ie to access the bike ramps.



Pegs bench. Note we have splashed out on new units. The guys worked hard getting it all ready



Ernie and Docs 'shared' bench. Note the new signage promoting Putoline our current oil supplier

ERNIE 'THE FASTEST SPANNER IN THE WEST'

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