

	Mk. I	Mk. II	Mk. III	Mk. IV
General information				
Vehicle code		1JL (1JK)		3VN (3SX)
Model code	1JL (1JK) [1JV]	2NY (2NX)	3HU1 (3GV1)	3VN1 (3SX1)
Price when new (Japanese Yen)	498000 (548000) [538000]	508000 (553000)	518000 (563000)	529000 (559000)
Available from			1988-08-06	1990-03-01
Units built [1]			6000 (2000)	8000 (2000)
Colour scheme	http://www.geocities.co.jp/MotoCity/1205/color/color.htm			
Engine				
Engine model	5Y7 (1JK)			
Engine type	4stroke single cylinder air cooled			
Valve drive	Overhead camshaft, 4 valve			
Displacement	399cc (608cc)			
Max power at nominal revolutions	33 hp @ 7000 rpm (42 hp @ 6500 rpm)			
Max torque at revolutions	33.35Nm @ 6000 rpm (48.07Nm @ 5500 rpm)			
Bore x stroke / relation	87.0 x 67.2mm / 0.772 (96.0 x 84.0 / 0.875)			
Compression ratio	9.2 : 1 (8.5 : 1)			
Valve sizes and lift – intake	32.0mm (36mm), 8.5mm lift		32.0mm (37.0mm), 8.5mm lift	
Valve sizes and lift – outlet	28.0mm (31.0mm), 8.5mm lift		28.0mm (32.0mm), 8.5mm lift	
Carburettor	Y27PV Primary register dia 27mm Secondary register dia 28mm		Y27PV Primary register dia 27mm Secondary register dia 28mm (30mm)	
Air filter type and airbox volume	Dry filter, airbox 5 litres			Dry filter, airbox 5.2 litres
Engine lubrication	Dry sump			
Ignition	CDI with battery			Fully transistorized, battery eliminator
Spark plugs NGK	DR7EA, DR8EA, DR7EA-9, DR8EA-9			DR8EA, DR8EA-9
Spark plugs Denso	X22ESR-U, X24ESR-U, X22EPR-U9, X24EPR-U9			X24ESR-U, X24EPR-U9
Battery size and type	12V 5Ah, 12V5-3B – Furuka Denchi			12V8Ah, YTX9-BS – Yuasa
Starter	Kickstart			Electric starter motor
Starter motor power consumption				0.8 kW
Petrol consumption [2]	51km per litre (39km per litre) at constant 60 kph			51km per litre (40 km per litre) at constant 60 kph
Powertrain				
Clutch	Wet clutch with coil springs, cable operated			
Number of gears / gearshift pattern	5 gears, lhs shifter, 1 st gear down, 2 nd - 5 th gear up			
Gear ratio 1 st gear / number of teeth	2.307 / 13:30			
Gear ratio 2 nd gear / number of teeth	1.588 / 17:27			
Gear ratio 3 rd gear / number of teeth	1.200 / 20:24			
Gear ratio 4 th gear / number of teeth	0.954 / 22:21			
Gear ratio 5 th gear / number of teeth	0.807 / 21:26		0.791 / 24:19	
Gear ratio primary drive / number of teeth	2.533 / 76:30 (2.387 / 74:31)			
Ratio final drive / number of teeth	2.928 / 41:14 (2.466 / 37:15)		2.941 / 50:17 (2.473 / 47:19)	
Chain size and type	520 x 106 links (520 x 104 links) DID 520VS O-ring		428 x 132 links DID428H O-Ring	428 x 138 links DID428HVS O-Ring
Suspension				
Frame type	Tubular frame, double underslung			
Frame description	Backbone frame with bolt-on high tensile steel tubes 20x20mm, engine mounted solid in 5 points			Backbone frame with high tensile steel tubes 20x40mm, engine mounted solid in 5 points
Front suspension	Telescopic front fork, 36mm diameter			Telescopic front fork, 38mm diameter, manufactured by Kayaba
Rear suspension	Aluminium swingarm with twin struts			Aluminium swingarm with monoshock
Suspension adjustment	Rear: spring preload, 5 times			Rear: spring preload, 9 times
Suspension travel	Front 140mm, rear 100mm			
Brake system type front	Hydraulic			
Brake system type rear	Hydraulic			
Brake disc(s) front	Dia 267mm x 5mm, single (double)		Dia 320mm x 5mm single floating disc, type „Sunstar“ (for Japanese market)	
Brake disc(s) rear	Dia 245mm x 5mm, single			
Brake caliper(s) front	Two-piston caliper			
Brake caliper(s) rear	Four-piston caliper manufactured by Sumitomo Electric			
Brake caliper attachment dimensions front/rear	Front 83mm, Rear 83mm	Two-piston caliper manufactured by Akebono Kogyo		Front 100mm, Rear 83mm
	For details see also: http://www.geocities.co.jp/MotoCity/6943/technote/break/caliper.htm (this is no typo!)			
Piston diameter brake cylinder / caliper front	Master cylinder dia ??? (dia 5/8") Caliper piston dia 38mm	Master cylinder dia 14mm Caliper piston dia 32.1mm		Master cylinder dia 14mm Caliper piston dia 33.9 + 30.2mm
Piston diameter brake cylinder / caliper rear	Master cylinder dia 14mm / Caliper piston dia 38.1mm			
Tyre size front	100/80-18 53S	100/90-17 55S	110/80R-17 57H	110/70R-17 54H
Tyre size rear	120/80-18 62S		120/80R-18 62H	140/70R-17 66H
Manufacturer's tyre recommendation front [3]	Yokohama F204, Bridgestone G527, Metzeler ME33	Yokohama F207, Bridgestone G527A	Dunlop K455F	Bridgestone CYROX16, Dunlop D201F
Manufacturer's tyre recommendation rear [4]	Yokohama R204, Bridgestone G528, Metzeler ME99A	Yokohama FR207, Bridgestone G528	Dunlop K455F	Bridgestone CYROX16, Dunlop D201
Wheel size front	2.15 x 18	2.50 x 17 (Yamaha)		3.00 x 17 (Yamaha)
Wheel size rear	2.75 x 18	2.75 x 18 (Yamaha)		4.00 x 17 (Yamaha)
Dimensions and weight				
Number of seats	2			
Length / width / height overall	2085 / 705 / 1055 mm			2090 / 720 / 1045 mm
Wheelbase	1390mm (1385mm)			1425mm
Ground clearance / seat height	145mm / 760mm			140mm / 760mm
Rake / caster	26° / 108mm			24° 35' / 92mm
Fork offset / pitch	40mm / 185mm			35mm / 190mm
Handlebar rake angle	36°			
Minimum turning circle diameter	2700mm			
Dry weight	147kg (149kg)	144kg (145kg)		149kg
Kerb weight	168kg (170kg)	165kg (166kg)		170kg
Frame weight	18kg / 3.5kg			16kg
Engine weight	44.4kg			
Petrol tank capacity (reserve)	15 Litres / 3 Litres			14 Litres / 4 Litres
Engine oil capacity	2.4 Litres (2.5 Litres)			2.8 Litres
Headlamp	12V – 55/60W			
Tail lamp	12V – 21/5W			
Indicators	12V – 21W x 4			
Instrument illumination	???			
Service data				
Engine oil specification	Yamaha 4stroke engine oil FX 10W-30			Yamaha 4stroke engine oil types G, Z, X
Engine oil change capacity with filter change	2.1 Litres			2.5 Litres
Engine oil change capacity without filter change	2.0 Litres			2.4 Litres
Engine coolant capacity				
Fork oil	Yamaha Suspension oil G-10			
Fork oil capacity per Stanchion	310cc (278cc) 152mm (198mm) air gap	310cc 152mm air gap		376cc 159mm air gap
Valve clearances (cold)	Intake 0.05mm – 0.10mm / Outlet 0.12mm – 0.17mm			
Carburettor jetting (primary stage)	Main jet #122 (#118) Idle jet #44 (#46)	Main jet #120 (#118) Idle jet #44 (#46)	Main jet #106 (#102) Idle jet #44 (#46)	Main jet #106 (#118) Idle jet #44 (#46)
Carburettor jetting (secondary stage)	Main jet #88 (#100) Float valve height 7.9mm	Main jet #84 (#96) Float valve height 7.9mm	Main jet #84 (#84) Float valve height 7.9mm	Main jet #100 (#90)
Idle	1300 rpm			
Tyre pressure	Single front 1.75 bar / rear 2.0 bar Pillion front 2.0 bar / rear 2.25 bar			Single front 2.0 bar / rear 2.25 bar Pillion front 2.0 bar / rear 2.5 bar
Ignition timing	12° before top dead at 1200 rpm			
Spark plug gap	0.6mm – 0.7mm for DR8EA, X24ESR-U / 0.8mm – 0.9mm for DR8EA-9, X24ESR-U9			
Fuse	???			20 A

This list is as faithful a translation of http://www.geocities.co.jp/MotoCity/1205/s_data/s_data.htm as I could manage with the aid of two Japanese colleagues and friends (Arigato gozimasu Hatanaka-san and Wakamatsu-san!). However, errors can happen - so whoever uses any data from this list will do so entirely at their own risk.

Values in round brackets (like this) are valid for the SRX-6, all other for the SRX-4. Values given without brackets are valid for both.

[1] This figure is probably valid for the Japanese market only

[2] Giving the fuel consumption at only 60kph constant speed does seem a bit odd until one realizes that this is the NSL (national speed limit) on Japanese roads, except for Motorways where the NSL is 80kph.

[3] These recommendations were valid for the time when the SRX was introduced to the market. Forget them and use Bridgestone BT45 in the given dimensions. I use them myself and find they are the dog's danglies.

[4] See [3]