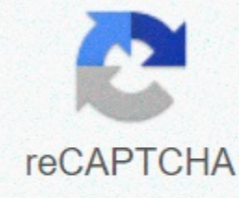




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Yamaha v star 1100 specs 2001

General InformationModel:Yamaha XVS 1100 A Drag Star ClassicYear:2001Category:Custom/cruiserRating: 3.5 View detailed rating of design and appearance, maintenance costs, engine performance, etc. Compare it to other bikes. Engine and transmissionDisplacement:1063.0 ccm (64.86 cubic inches)Engine type:V2, four-strokePower:62.0 HP (45.3 kW)) @ 5750 RPMTorque:85.0 Nm (8.7 kgf-m or 62.7 ft.lbs) @ 2500 RPMTop speed:167.0 km/h (103.8 mph)Bore x stroke:95.0 x 75.0 mm (3.7 x 3.0 inches)Valves per cylinder:2Fuel system:CarburettorGearbox:5-speedTransmission type,final drive:Shaft drive (cardan)Chassis, suspension, brakes and wheelsFront wheel travel:140 mm (5.5 inches)Rear wheel travel:113 mm (4.4 inches)Front tyre:130/90-S16 Rear tyre:170/80-S15 Front brakes:Dual discDiameter:298 mm (11.7 inches)Rear brakes:Single discDiameter:282 mm (11.1 inches)Physical measures and capacitiesDry weight:265.0 kg (584.2 pounds)Power/weight ratio:0.2340 HP/kgSeat height:710 mm (28.0 inches) If adjustable , the lowest setting. Wheelbase:1645 mm (64.8 inches)Fuel capacity:17.00 liters (4.49 gallons)Other Specifications InformationFurther Cost InsuranceCompare US quotes from the country's top suppliers. Financial optionsCompare quotes US motorcycle loans from the country's top suppliers. Chaparral division seekers provide schematic parts online & OEM for the US. Revzilla offers up to 50% discount on motorcycle accessories. Ship to most countries. Low CMSNL ships cost OEM motorcycle parts to Australia, Austria, Bahamas, Belgium, Canada, China, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hong Kong, Hungary, Iceland, India, Ireland, Italy, Japan Latvia, Lithuania, Luxembourg, Macedonia, Malta, Montenegro, Netherlands, New Zealand, Norway, Poland, Portugal, South Africa, Spain, Sweden, Switzerland, Also see our portrayal of motorcycle webshops at Bikez.info.AskJoin 01 Yamaha XVS Bicycle related bicycles Are related to comparison of specifications. Rating sample for this Yamaha bike Value for money for Yamaha XVS 1100 A Drag Star Classic 2001: (85.6 out of 100)Click here for a complete rating. You can also compare bicycles. 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Find sources: Yamaha DragStar 1100 - news - newspapers - books - scholars - JSTOR (December 2011) (Learn how and when removing this template message) Yamaha Yamaha 1100ManufacturerYamaha Motor CompanyAlso calledYamaha V Star 1100 - XVS1100/XVS1100AProduction1998-2008ClassCruiserEngine1,063 cc (64.9 cu in) 4-stroke SOHC V-twinWheelbase1,640 mm (65 in)DimensionsL: 2,405 mm (94.7 in) W: 895 mm (35.2 in) H: 1,095 mm (43.1 in)Seat height690 mm (27 in)Weight650 lb (290 kg) (dry)Fuel capacity17.5 L (3.8 imp gal; 4.6 US gal)RelatedYamaha DragStar 650 XVS550/XVS650A Yamaha Road Star/Wild Star XV1600A The Yamaha XVS 1100 DragStar, sold as the V-Star 1100 in North America, is a motorcycle manufactured by Yamaha Motor Corporation. It comes in two versions, the Custom XVS1100 and XVS1100A Classic, a former more modern style, and the latter a more classic style, with rounded edges and 13 kg (29 lb) heavier. [passage required] The seating height is slightly lower on Adat. 1100, together with his 650 siblings, enjoyed a huge following around the world. After-market companies produce several items to customize the model. Over the life span of the model, the changes have been evolutionary, with only minor update. The beginning of The DragStar began as XVS650 in 1997 in Europe (400 versions found in Japan since 1996), and developed in 1999 to include the Custom XVS1100. The 1100 uses a reworked version of the Virago 75-degree engine, a v-twin air cool that has been in use since the early 1980s. The Star version offers a better tork for new midsize cruise ship bikes. The Star brings up the stacking of aci boosters from Virago, but relies on suspension and a new frame, throwing out the bi-out surprises and the arrangement of Virago's distressed member engines siding with one surprise and twin downtubes. Dual Mikuni 37 mm carburetor with mounting position sensor is used for meter fuel efficiently to engine 8.3:1, oversquare. The classic model added dragstar/V-Star followers to the gathering at first, which led to the addition in 2000 of the Classic model. Compared to the rear fender swept by Customs, 5 and 3/4 suluh lamps, aluminum rims with hooks, exposed forks, 110 front tires and other custom touches, classic has longer fenders, floorboards, magnesium wheels, thick brek and tuil anjakan, 7-inch embroidery lamps, large fork covers and 130-inch front tires. Then the Silverado model, which included amenity such as a front mirror, a passenger rear rest, and a soft side bag was introduced as a high-end model. The V-Star 1100 Classic features a large fender that also includes floorboards for riders as standard items with a rocker shifter. The custom model has this item replaced with a case configuration and an up/down exchanger. Customs also replaces standard large front tires with minute liquid tires in the series 90 or series 110 categories to resemble 1200 Sportster. 1100 models are searched after machines based on engine parameters 1,063 cc (64.9 cu in) and about 700 lb (320 kg), with 130 series front and 170 series of rear tires. Take look also Yamaha DragStar Yamaha DragStar 250 XVS250 Yamaha DragStar 650 XVS650/XVS650A External Links Yamaha Motor Co. Yamaha Cruiser Australia Site Yamaha Star Motorcycles USA Site was taken from Ingram Publications/Ingram Publications/Getty Images Yamaha V-Star 1100 Classic introduced in 2000 and became a popular addition to the Yamaha line-up. The V-Star 1100 grew from its predecessor, the Yamaha Virago 1100, and was built on virago reliability and commercial success. Classic was joined in the V-Star lineup by model Custom and Silverado, but the V-Star 1100 Classic is the most popular and largest seller for Yamaha. The year 2009 was the last production year for V-Star 1100. The Yamaha V-Star 1100 Classic 2009 has a 65-cubic-inch engine. The cooled V-twin engine, 75 degrees produced 62 horsepower at 5,750 rpm and 63 pounds of tork at just 2,500 rpm. The V-Star 1100 power was moved to the rear wheel through a five-speed transmission and a hat drive. The overall package delivers a top speed of about 100 mph. Fuel delivery is provided by two 37-mm Mikuni carburetors with throttle position sensors and delivers about 44 mpg. The rear brake on the V-Star 1100 Classic is a 282-mm disc. The front brake has a 298-mm double disc. The back suspension on the Classic has a hidden shock to help give it a difficult look. A single shock had a preloquisital adjustment of nine positions to allow riders to adapt to almost any road conditions. The back shock provided 4.5 inches of travel. The 41 mm front telescope fork has a 33-degree shelf and provides a 5.5-inch ride. The air-cooled engine allowed the V-Star 1100 to maintain its wet weight to 628 pounds. The Classic overall length is 97 inches with a width of 37.2 inches. The low 27.9-inch seat height allows short and high riders to feel comfortable. A 4.5-gallon fuel tank allows riders to go nearly 200 miles between fills. The rear tyre dimensions are 170/80-15; Front tyre dimensions are 130/90-16. Both are mounted on a seven-actress-aluminum wheel. The bigger the V-Star Yamaha motorcycle family offers great bike power and style at mid-prices. From the August issue of 1999_ Motorcycle Cruiser _ magazine. 24 February 2009More Yamaha XVS 1100 V-Star Classic The Yamaha V-Star 1100 Classic is one of canada's best cruise ship values. It has an original air-cooled V-twin, a hate drive and a style that certainly remains true to the classic name. The Legendary V-Star 1100 Classic has an unpaid reputation for value Reliability. V-twin original air-cooled pumping some serious horsepower and while its long and low design provides a fantastic look and low seat height. Yamaha V-Star 1100 Classic Highlight Fuel Thriller * 19kpl /53mpg(imp) 1.063cc V-twin with lots of Clean Torks, quiet ice drive Yamaha V-Star 1100 Classic Model Features ENGINE 1,063cc, air cooler, SOHC, 2 valves per cylinder, 75° V-twin produces incredible low and mid-torque - the maximum torque is achieved at just 2,500 rpm - for Piston's incredible advanced light-forward cruise performance providing excellent resistance while reducing reciprocal mass for a rapid throttle response. Ceramic composite cylinder posting ensures superior thermal discipline for better cooling, less friction and longer engine life. Thick cylinder cooling fin improves her stylish look while improving cooling efficiency and reducing mechanical noise. Dual Mikuni BSR 37mm carburetor with throttle position sensor (T.P.S.) has carburetor heater and useful, side-mounted air filters to ensure a great throttle response and optimal power throughout the range of revs. Disseminated nail illusion provides hot sparks definitely start and are free of maintenance. Automatic cam chain tension reduces the maintenance and sound of mechanical engines. One way, the beginning of the type of clutch cam reduces mechanical noise when starting. Smooth transition, 5-speed transmission is ideal for city and highway use. The 5th gear is overdrive gear for reduced engine rpms at highway speeds for a comfortable smooth journey. The classic heel shifter is a throwback for the year. Low maintenance, chrome, exposed shame drive deliver superior reliability and clean, quiet journey. No chain to customize or lubricate! A 2-to-2 exhaust system with a two-shotgun style, staged pipe plays outstanding V-twin music. Replacements with aftermarket mufflers are simple. The Air Induction System (U.I.S.) reduces harmful co and HC exhaust emissions. Many parts of the chrome engine reinforce the quality image of this motorcycle. Low Suspension is sung, a massive diameter, a two-cradle steel frame creates a powerful and stylish machine with precise and predictable handling. The long wheel, 1,645mm (64.8) means a long and low retro profile, with extensive ergonomics for the comfort of additional riders and solid, stable handling. Beef, a 41mm front fork with 140mm (5.5) bruised wheel trips for excellent travel quality. Fork shrouds, a top three skip, and a one-piece handlebar are drummed up for quality appearance. Adjustable preload, single back shock lowers center of gravity for and luxury travel. There are 9 preload adjustments that allow riders to adjust their spring settings to match the load and condition of the road. The rear shock is stuck rather than the vision for that classic, hard look. Rear wheel travel is 113mm (4.5). The low 710mm seat height (28) increases the permissibility of the can-can-per-twinkle and gives riders additional confidence by allowing most riders to put their feet flat on the Land. Double the 298mm front disc brake with twin piston calipers gives the power a powerful stop and inspired confidence. A 282mm rear disc brake by opposing the Comfort caliper piston is placed, the full-size rider's floorboard increases the journey by minimizing vibrations and fatigue. Wide tires on beautiful speech, chrome wheels help create that Classic look. Handlebars extensively boosts both overall ergonomics and retro style. Low-profile rider seats and passenger pills offer excellent comfort. Passenger seats can be removed. Very valanced steel rows and durable back fenders, inevitably classic and easy to fit or paint. The 17-liter fuel tank provides a longer cruise range. Eye-catching, speedometer installed tanks have odometer lights, tripmeters and digital warnings. ADDITIONAL FEATURES The Industry's leading Star family and finishing have rich, glowing paint and extensive chrome actocks creating stunningly timeless machines. Locking compartments under the side cover provide useful and safe storage for small items. Chrome, 60/55-watt, low-maintenance head halogen, battered 3-D fuel tank emblem reinforcing star family quality self-indulgent turn signal with clear lenses fashionable Helmet and steering lock easy access hand lever lever lever lever lever lever, royal Star-inspired easy lever

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