

FJR1300 Model Comparison Matrix

	Generation 1					Generation 2						Generation 3			Generation 4 ***					Notes		
North American Year	not available	2003	2004	2005	2005 1/2	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	*** A poll was conducted in 2017 on FJRForum.com whether the 2016+ was a Gen 3, Gen 3.5, or Gen 4. A majority chose Gen 4.	
U.S. Std. Color	n/a	Liquid Silver	Cerulean Silver	Galaxy Blue	Galaxy Blue	Cobalt Blue	Black Cherry	Raven Black	Raven Black	Liquid Silver	Liquid Silver	Cobalt Blue	Stone Grey	Candy Red	Liquid Graphite	Cobalt Blue	Raven	Matte Phantom Blue	Matte Phantom Blue	Liquid Graphite		
Image sample																					Taken from screen shots of Yamaha website promotional material.	
Alt Color	n/a	n/a	n/a	n/a	n/a	AE: Cerulean Silver AE: Cerulean Silver		AE: Metallic Titanium /Liquid Silver #	AE: Metallic Titanium /Liquid Silver ##												A: Liquid Graphite	# Various sources call the color "Granite Grey", "Dark Grayish Metallic G"; ## Various sources call the 09 color "Dark Charcoal" or "Dark Grey Metallic A"; and others observe hue variations and AE colors messed up as a soup sandwich.
Canadian Colours												Dark Purplish Metallic Blue	Yellowish Metallic Gray	Metallic Brown (A) Metallic Black (E5)	Metallic Black (A) Dk Metallic Gray (E5)	Purplish Met. Blue Dark Metallic Gray	Purplish Met. Blue Dark Metallic Gray	Metallic Black (A) Dk Metallic Gray (E5)		Black-ish		
World/Euro year	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020		
Heat Management	Gen 1	Gen 1	Gen 1	Gen 1	Gen 1	Gen 2	Gen 2	Gen 2	Gen 2	Gen 2	Gen 2	Gen 2	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Heat management was re engineered in Gen2 with adjustable cowling flaps, "jiffy pop" cover under tank, and fuel circulation changes.	
Coolant Temp	6 bar	6 bar	6 bar	6 bar	6 bar	10 bar	10 bar	10 bar	10 bar	10 bar	10 bar	10 bar	digital	digital	digital	digital	digital	digital	digital	digital	Different generation bar indicators translate to different temperatures Gen 1, 5 bars = 230-248 F Gen 2, 9 bars = 220 - 234 F 230+ is generally considered approaching overheating	
Air Temp Gauge	no	no	no	no	no	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes		
Cowl Integrated Turn Signals	no	no	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes	yes		
Steering Head Nut	32 mm	32 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	36 mm	Finish of nut changed in ?	
Exhaust	Gen 1	Gen 1	Gen 1	Gen 1	Gen 1	Gen 2	Gen 2	Gen 2	Gen 2	Gen 2	Gen 2	Gen 2	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	Gen 3	1. Stock and aftermarket exhaust sections all physically interchangeable. 2. Gen 2 exhausts include 1 additional catalyzer per exhaust section (confirmed via boroscope) 3. Gen 3 include reduced # of catalyzers to 2 near O2 sensor and cosmetic tip difference.	
Confirmed and Assume Interchangeable (Form Factor Only) Rims ('04 to '07 & '08 to present), rotors ('04 to present), bags, exhaust, rear shock, many engine and drivetrain components (some internals may be slightly different)					<p align="center">Technical Notes</p> <p>* Interchangeable among all years ** Gen 1 fits all Gen 1 years, Gen 2 fits all Gen 2 years, Gen 1 and Gen 2 are not practically interchangeable *** A voting poll was conducted in 2017 on FJRForum.com whether the 2016+ was a Gen 3, Gen 3.5, or Gen 4. A majority chose Gen 4. † Lower casting different in '03/'02 vs. '04/'05 because of different diameter rotors and not interchangeable without changing rotors †† '04/'05 forks may be interchangeable with with '06+ forks as boss spacing and alignment with axle appear the same. Reports indicate brake line routing may be an issue, axle differences, fender issues, and non-ABS/ABS caliper issues. Consider swap with extreme caution! ††† '13 forks appear to have revised internals and asymmetrical in external adjustment. May be able to swap with previous years as a pair. Externally</p>																	

2003 – North America

Gen 1

<http://www.fjrtech.net/specs.cfm>

- Hollow cast aluminum frame, featuring massive, widely spaced twin spars, is incredibly light and extremely rigid, the perfect combination for sharp, sportbike-like handling.
- Highly aerodynamic full fairing is highlighted by an electrically adjustable windscreen that can be easily raised for greater wind protection or lowered for a sportier profile via a handlebar-mounted switch.
- Compact, lightweight 1298cc, DOHC, 16-valve, liquid-cooled in-line four-cylinder engine delivers massive power and torque (145 hp @ 8000 rpm and 99 ft.-lbs. of torque @ 7000 rpm, respectively) for an unequaled spread of muscle over a wide RPM range.
- This state-of-the-art mill has been constructed using much of the advanced technology found on the YZF-R1 powerplant, including an R1-derived one-piece cylinder and crankcase assembly, which provides tremendous engine rigidity that's lighter and stiffer than two-piece designs.
- Engine is a fully stressed chassis member, allowing for a lightweight frame design.
- Compact slant-block engine design uses stacked, tri-axis gearbox shafts that help minimize powerplant size while optimizing chassis geometry for a low center of gravity and balanced weight distribution.
- Lightweight forged pistons with carburized connecting rods provide superb strength and reduced reciprocating mass for outstanding high-rpm durability.
- Patented electroplated ceramic composite cylinder bores ensure greater heat dissipation and thus reduced frictional power loss.
- Advanced fuel injection (FI) system is ideal for long-distance super sport-touring, delivering crisp, seamless throttle response in a variety of altitude/weather conditions, enhanced fuel efficiency and instant, choke-free starting.
- Low-vibration crankshaft features two gear-driven secondary counter balancers with built-in shock absorbers that help deliver a glass-smooth ride with reduced rider/passenger fatigue.
- Constant-mesh 5-speed transmission utilizes wide ratios to deliver relaxed long-distance touring performance combined with seamless power and acceleration.
- Shaft final drive system is super-durable and virtually maintenance-free, and uses mechanical cam dampers in its drive pinion for quieter, smoother power delivery to the rear wheel.
- Gear shift shaft features a needle-roller bearing to reduce friction for silky-smooth shifting.
- 4-into-1-into-2 stainless steel exhaust optimizes engine performance across the powerband and features a three-way catalytic converter and Air Induction System, making this one of the cleanest-running large-capacity motorcycle engines ever built.
- Wet-sump oil system uses an easy-access cartridge-type oil filter mounted on the engine's left side.
- Ergonomically shaped, large-capacity, 6.6-gallon fuel tank offers excellent comfort and range, and is constructed of steel allowing for the use of magnetic tankbags.
- Subframe-fitted quick-release luggage mounts provide easy use of the standard accessory hard sidecases,** which are conveniently matched to the ignition key.
- Long dual seat features two-part construction using different foam densities for the front and rear sections, ensuring plush comfort for both rider and passenger.
- High-tech instrument panel delivers comprehensive display that includes an electronic analog speedometer and tachometer (both with a lightweight, R1-type step motor); LCD digital odometer, dual tripmeters, fuel and coolant temperature gauges, and clock; and lights for neutral, high beam, turn signals, low oil and engine warnings.
- Sleek, R1-type cat-eye dual 12V 60/55-watt multi-reflector headlight throws an extremely broad beam for superb visibility.
- Powerful dual-bulb taillight features integrated turn signals for a slick, one-piece look that's as aerodynamic as it is conspicuous.
- Standard toolkit located in convenient storage compartment under passenger seat.
- Equally sleek tail section helps reduce drag and features a sturdy rear luggage rack/passenger grabrail.

- ****Accessory saddlebags are standard equipment.**
- Adjustable, 5-position front brake lever.
- High-compression four-valve cylinder heads are operated by compact, side-driven double-overhead camshafts, and for strong, dependable high-rpm performance the plated cylinders feature oversquare dimensions of 79 x 66.2mm.
- FI system features TPS, which monitors throttle position and, in conjunction with a battery of sensors (air intake temperature/pressure, atmospheric pressure, coolant temperature, crankshaft position and engine rpm), ensures precise injection intervals and timing for optimal performance.
- Special scissors-type primary driven gear helps prevent backlash while greatly reducing transmission noise.
- Light-action hydraulic multi-plate wet clutch provides smooth, effortless shifting, minimizing both rider fatigue and maintenance.
- Hollow cast aluminum frame, featuring massive, widely spaced twin spars, is incredibly light and extremely rigid, the perfect combination for sharp, sportbike-like handling.
- Fully detachable aluminum subframe helps keep weight down while permitting easier rear shock access/maintenance.
- Lightweight, cast aluminum swingarm's unique design incorporates the shaft drive into its left side, ensuring superb rigidity with reduced unsprung weight that delivers incredible handling and suspension performance.
- Fully adjustable (preload, compression and rebound damping) 48mm Soqi front fork with 5.4" of travel provides quick, responsive steering with excellent rider feedback in a wide range of conditions.
- Adjustable (preload and rebound damping) 46mm link-type rear shock with 4.8" of travel features a handy, two-stage (hard/soft) preload adjustment lever that allows the rider to switch quickly between solo and two-up settings.
- Cast-aluminum 3-spoke wheels wear sporty-spec 120/70-ZR17 front and 180-55-ZR17 rear Metzeler radials perfectly suited to both spirited solo riding and long-range trekking.

2004 – North America

Gen 1

<http://www.fjrtech.com/specs.cfm>

Changes from 2003

- Anti-lock braking system (ABS) model version now available for 2004.
- All FJR1300s receive larger diameter 320mm front dual disc brakes for incredible stopping power.
- Integrated color matched front turn signals add to the FJR1300's cutting-edge aerodynamic bodywork.
- Fairing pocket (located in the forward fairing panel) is convenient for small storage.
- Taller windshield fits a wider variety of riders.
- Two-tone silver paint scheme.

2005 and 2005 1/2 – North America

Gen 1

No significant changes

2006 – North America Gen 2

Key Features:

- 145 horsepower, a light and rigid aluminum frame, sportbike running gear and standard hard sidebags go beautifully together.
- Pushbutton adjustable windscreen and a thick comfy seat for two are perfect for comfortable, long-distance riding.
- The world's first supersport touring bike boasts standard ABS and adjustable ergonomics—that widen the gap between it and common sport tourers to a gaping chasm.
- **Advanced air management system and adjustable bodywork, keep the FJR rider looking and feeling cool.**

Engine:

- Compact, lightweight 1298cc, DOHC, 16-valve, liquid-cooled inline four-cylinder engine delivers power and torque (145 hp @ 8000 rpm and 99 ft.-lbs. of torque @ 7000 rpm) for an unequaled spread of muscle over a wide rpm range.
- Engine is a fully stressed chassis member, allowing for a lightweight frame design.
- Curved radiator with custom ducting and twin-ring cooling fans keep engine and cockpit cool.
- Slant-block engine design uses stacked, tri-axis gearbox shafts that help minimize powerplant size while optimizing chassis geometry for balanced weight distribution and great handling.
- Lightweight forged pistons with carburized connecting rods provide superb strength and reduced reciprocating mass for outstanding high-rpm durability.
- Patented electroplated ceramic composite cylinder bores ensure greater heat dissipation and thus reduced frictional power loss.
- Low-vibration crankshaft with two gear-driven secondary counterbalancers help deliver a glass-smooth ride with reduced rider/passenger fatigue.
- Constant-mesh 5-speed transmission utilizes wide ratios to deliver relaxed long-distance touring performance combined with seamless power and acceleration.
- Gear shift shaft features a needle-roller bearing to reduce friction for silky-smooth shifting.
- Four-into-one-into-two stainless steel exhaust optimizes engine performance across the powerband.
- Wet-sump oil system uses an easy-access cartridge-type oil filter mounted on the engine's left side.

Chassis/Suspension:

- Sharp-looking bodywork and air-management system keep the bike and rider cooler; **a central vent beneath the instrument panel cools the rider and reduces negative pressure, and fairing side panels with 1.2-inch adjustability let the rider direct airflow.**
- **Adjustable ergonomics: the seat can be adjusted up or down by nearly an inch, and handlebar pullback angle is three-position adjustable over a half-inch range.**
- **Long swingarm provides even better ride and handling characteristics, and rear spring preload adjustment is a snap.**
- **Standard equipment Unified Braking System w/ABS: The front brake lever activates six of the eight front braking pistons and two rear pistons; the rear brake pedal activates two rear pistons and the other two front pistons—for balanced anti-lock braking in all conditions.**
- Ergonomically shaped, large-capacity, 6.6-gallon fuel tank offers excellent comfort and range and is constructed of steel allowing for the use of magnetic tankbags.
- **Tall overall secondary gearing reduces engine rpm for more comfortable long-distance cruising.**
- Rear frame with integrated grab handle makes lifting the bike onto the centerstand a snap.
- **An additional catalyst and a heated oxygen sensor are located in the exhaust for increased control range and low emissions.**

Additional Features:

- Slim profile even with bags in place for excellent in-town maneuverability.

- Subframe-fitted quick-release luggage mounts provide easy use of the standard accessory hard sidecases, which are conveniently matched to the ignition key.
- Long dual seat features two-part construction using different foam densities for the front and rear sections, ensuring plush comfort for both rider and passenger.
- Big windscreen adjusts over a wide range, for improved wind protection with little negative pressure.
- Instrument panel contains an electronic analog speedometer and tachometer; LCD digital odometer, dual tripmeters, [gear position indicator](#), fuel, coolant and [air temperature](#) gauges, and clock; lights for neutral, high beam, turn signals, low oil and engine warnings—as well as [real-time mileage](#), [average mileage](#) and [air temperature](#).
- Sleek, cat-eye dual 12V 60/55-watt multi-reflector headlights throws an extremely broad beam for superb visibility and feature easy-access adjustment knobs; mirrors are easy to adjust and retract horizontally.
- Powerful dual-bulb taillight features integrated turn signals for a slick, one-piece look that's aerodynamic and conspicuous.
- Integrated front turn signals with clear lenses add to the FJR1300's cutting-edge aerodynamic bodywork.
- [Glove box contains a 12V outlet for phones, GPS units, electric vests, etc.](#)
- Standard toolkit located in convenient storage compartment under passenger seat.

2007 – North America

Gen 2

No significant changes from 2006.

2008 – North America

Gen 2

Changes from 2007:

- [For 2008, the FJR1300A gets a new ABS system, new scratch-resistant hard windshield coating, a new windshield bracket design and new grips.](#)

2009 – North America

Gen 2

No significant structural changes from 2008 announced by Yamaha. Minor changes or specification changes include:

- [For 2009, the FJR1300A receives an updated clutch to reduce lever pressure for rider comfort.](#)
- [Observation of website includes a change in seat height 0.2" higher and wheelbase 0.2" longer.](#)

Wheels changed to black powder coat, side black panel, & black tank trim. Chrome side emblem instead of sticker.

2010 – North America

Gen 2

No significant structural changes from 2009 announced by Yamaha. Wheels returned to silver finish.

2011 – North America

Gen 2

- [Heated grips come standard on the FJR1300A and offers riders even more convenience.](#)

2012 – North America

Gen 2

No significant structural changes from 2011 announced by Yamaha.

2013 – North America

Gen 3

Key Features

- Meet the new 2013 FJR1300A, boasting lots of updates sure to grab the attention of many riders. The aggressive new styling features, including the headlight cowl and side fairing, are not only great looking, they also help improve comfort and aid in weather protection.
- Riders can now select D-mode (Drive-mode) for varying throttle mappings, giving the motorcycle exceptional versatility. This works in conjunction with YCC-T® (Yamaha Chip Controlled Throttle) and the new intake/exhaust systems, generating engine character that can be sportier or more relaxed depending on riding situations.
- Traction control developed from MotoGP® technology is standard on the new FJR1300A. While engaged, the system detects wheel spin and adjusts ignition timing, fuel injection volume, and throttle opening to help maintain traction. The system is designed to let the operator ride on wet roads and unpaved surfaces with more confidence.
- Another new feature now standard on the FJR1300A for 2013 is cruise control. Riders can set cruising speed with the push of a button on the left handlebar to provide comfort and ease on extended road trips. (* limited to 80mph actual and 82 indicated)
- A newly designed, three-part instrument panel provides riders with all the information they need while enjoying the road. Riders can easily customize the display to show the information they want.
- New LED front turn signals/position lights give the FJR1300A the modern, high-tech look sport touring riders want.
- A redesigned, pushbutton-adjustable windscreen and a thick comfy seat for two are perfect for comfortable, long-distance riding.
- FJR1300A includes a two-position adjustable rider seat, low for shorter riders or nearly 1-inch higher for a more spacious feel for taller riders, plus handlebars that can be adjusted to one of three different positions. The result is a superb, custom-fit ride.

New for 2013

- The upper cowl is redesigned while the under-cowl has a new shape for increased wind protection. The under-cowl's adjustable panel has a new design for rider convenience and can be adjusted without tools.
- The new adjustable windscreen improves rider comfort, the adjustment speed is now twice as fast and the screen holds its position when the key is turned off.
- The throttle body is redesigned, and the shape of the funnel and the shape and length of the exhaust pipe have been changed to use the new YCC-T system.
- The new Yamaha D-Mode system offers riders a choice of T-Mode or S-Mode. T-Mode provides good performance characteristics needed for touring. The S-mode maximizes the performance characteristics for a sportier ride.
- New cruise control adjusts speed via a single push to the switch or, for larger adjustments, by continuously pushing the switch. Application of the brakes, clutch or throttle automatically releases the cruise control function. There is also a "resume" function that returns the cruise control to the most recent setting.

- New handlebar switches on both the right and left control heated-grip temperature, electronic windscreen adjustments, and the instrument panel display. There is also a knob for headlight beam adjustment.
- FJR1300 features a traction control system to help provide smooth, consistent traction on wet road surfaces or unpaved roads for more rider confidence.
- The new dash and instrument panel offer modern styling with a threepart arrangement: an analog meter on the left, a digital speedometer in the center, and a multi-dot display on the right.
- The new fork design incorporates an aluminum piston rod and plunger and features a new spring rate. New rear shock damping and spring rate are revised for rider comfort, especially when riding with a passenger and/or rear cargo for a sportier ride.
- The engine's cylinders feature a liner-less design with direct plating to the cylinder wall for superior heat dissipation.

Engine

- Compact, lightweight 1298cc, DOHC, 16-valve, liquid-cooled inline four-cylinder engine delivers power and torque for an unequaled spread of muscle over a wide rpm range.
- Engine is a fully stressed chassis member, allowing for a lightweight frame design.
- Slant-block engine design uses stacked, tri-axis gearbox shafts that help minimize powerplant size while optimizing chassis geometry for balanced weight distribution and great handling.
- Lightweight forged pistons with carburized connecting rods provide superb strength and reduced reciprocating mass for outstanding high rpm durability and performance.
- Advanced fuel injection system is ideal for long-distance supersporttouring, delivering crisp, seamless throttle response in a variety of altitude/weather conditions.
- Low-vibration crankshaft with two gear-driven secondary counterbalancers help deliver an extra-smooth ride with reduced rider/ passenger fatigue.
- Four-into-one-into-two stainless-steel exhaust optimizes engine performance across the powerband.

Chassis/Suspension

- New, sharp-looking bodywork and air-management system keep the bike and rider cooler; a central vent beneath the instrument panel cools the rider and reduces negative pressure for less buffeting, and fairing side panels with tool-less adjustability let the rider direct airflow.
- Long swing arm provides even better ride and handling characteristics, and rear spring preload adjustment is a snap.
- Standard equipment Unified Braking System w/ABS: The front brake lever activates six of the eight front braking pistons; the rear brake pedal activates two rear pistons and the other two front pistons — provides balanced anti-lock braking in all conditions.
- Ergonomically shaped, large-capacity, 6.6-gallon fuel tank offers excellent comfort and range and is constructed of steel allowing for the use of magnetic tank bags.
- Rear frame with integrated grab handle makes lifting the bike onto the center stand a snap.
- Dual catalyzers and an O2 sensor are located in the exhaust for excellent fuel injection control range and low emissions.

Additional Features

- Heated grips come standard on the FJR1300A and offer riders even more convenience.

- Subframe-fitted quick-release luggage mounts provide easy use of the standard accessory hard sidecases†, which are conveniently matched to the ignition key.
- Slim profile even with bags in place for excellent in-town maneuverability.
- New suede-look dual seat features two-part construction using different foam densities for the front and rear sections, ensuring plush comfort for both rider and passenger.
- Newly designed windscreen adjusts over a wide range for improved wind protection with little negative pressure.
- New sharp, “two-eyed” headlights with daytime LED running lights add to visibility and modern styling, and feature easy-access adjustment knobs so the rider can adjust the lights up or down.
- Glove box contains a 12V outlet for phones, GPS units, electric vests, etc.
- Standard tool kit located in convenient storage compartment under passenger seat.

2014 – North America

Gen 3

No significant structural changes from 2013 announced by Yamaha for FJR1300A model. **The only significant change is the changing of the cruise control top speed from 80 to 100 mph actual (102 or 103 indicated)**

The FJR1300ES is released to North America and “features an all-new electronically adjustable suspension to take it easy to adjust the suspensions to fit different riding conditions and bring greater convenience to touring.”

2015 – North America

Gen 3

No significant structural changes from 2014 announced by Yamaha for FJR1300A or FJR1300ES models. MSRP prices initially listed as same as 2014.

2016 – North America

Gen 4

No significant chassis or engine changes from 2014 announced by Yamaha for FJR1300A or FJR1300ES models. The main changes include:

New 6-Speed Transmission

An **all-new** transmission pushes the 2016 FJR1300A to new heights, with the revised ratios providing evenly spaced gearing for sporty riding and a tall 6th gear for relaxed highway riding. Additionally, the transmission gears have been modified to offer smoother, quieter running.

New Assist-and-Slipper Clutch

The FJR1300A includes a new assist-and-slipper clutch unit that provides additional clutch plate clamping force under engine torque, as well as reduced force under back-torque from the rear wheel. This allows for the use of lighter clutch springs - reducing clutch lever effort by approximately 20% - as well as smoother, more refined downshifting.

New LED Lighting System

Headlined by the **new** LED headlight system and LED tail light design, the FJR1300A features stylish, supersport-inspired bodywork with integrated airflow management that keeps the rider comfortable when weather conditions vary.

Revised Bodywork

Headlined by the new LED headlight system, stylish, supersport-inspired bodywork with integrated airflow management

keeps the rider comfortable. A central vent beneath the instrument panel reduces negative pressure for less buffeting, and tool-less adjustable fairing side panels let the rider direct lower body airflow.

2017 – North America

Gen 4

No significant structural changes from 2016 announced by Yamaha.
A model discontinued.

2018 – North America

Gen 4

No significant structural changes from 2016 announced by Yamaha.
A model returned for the U.S. market, but not Canada.

2019 – North America

Gen 4

No significant structural changes from 2016 announced by
Yamaha. .

2020 – North America

Gen 4

No significant structural changes from 2016 announced by
Yamaha. No A model available in U.S. market.

Why a Gen 1 is better, by ionbeam

The Gen I never had a problem with the coolant temperature. The Gen II got more bars on the coolant gauge and suddenly there was lots of worry about coolant temp. Then Gen III got a number gauge and now the Forum is getting even more posts about worrisome gauge fluctuations and readings that are too low.

The Gen II got an instantaneous fuel readout. It was stuck at 17 mpg and required a dash replacement. This caused the odometers to be wrong because the new dash was at 00000.0 miles.

The Gen I was bi-lingual, it spoke English units and Metric units. The Gen II can either speak English or Metric but for the transcontinental traveler you can't set the units of the country you are riding in.

The Gen I didn't need a G2 throttle tube to compensate for a non-concentric throttle body pulley.

The Gen II got taller gearing which slows acceleration.

The Gen II got a longer swing arm which slows steering.

The Gen II got a different fuel rail and revised fuel pressure management system. Then it got 'altitude sickness' because it couldn't compensate for altitude changes in mountains and that required an ECU recall.

The Gen II got a gear indicator which makes it glaringly clear that the Gen II does not have a 6th gear. And, speaking of that gear position indicator, the Gen I never had a gear readout error.

The Gen II got a cummerbund around the back of the gas tank to enhance the experience of gaining access under the tank.

The Gen II got a higher output stator, but Yamaha took away space where the controllers and power distribution blocks for the extra electrical goodies would have been installed.

Speaking of extra watts, the Gen I never melted down the main wiring harness which required main wire harnesses to be replaced.

Nor did the Gen I melt down the ignition switch, which required the Gen II ignition switch to be replaced. Which often caused the owners to have 2 keys because the mechanics couldn't/didn't read the instructions.

The Gen II got a power plug in the glove box. But, it is fused too low to be useful for much.

The Gen I had unlinked brakes and ABS was your choice. Gen I owners can crash the old fashioned way, due to lack of skill and training. The Gen II owners have no options.

In fairness...

A small number of early Gen I had valve guide wear due to valve stem seals being too tight.

The TPS could wear out so they were recalled.

About This Document

Yamaha FJR Model Comparison Matrix (Page 1 to 2)

This matrix highlights the differences between years with special emphasis on generation differences. It is intended to be a single point of reference for the FJR community and historically as the FJR is replaced by future models.

Yamaha FJR Feature Change Chronology (Page 3 and on)

This section is a multi-page narrative intended to highlight in chronological order the substantive features and model changes from year to year in marketing literature. It generally does not include color differences or other minor cosmetic changes.

Significant changes are highlighted in green. Details are repeated for the first year of new generations. (i.e. 2003 baseline for the first generation of FJR and 2006 baseline for the second generation)

Yamaha FJR Generations

The subject of generations is sometimes debated—particularly with the 2016 model year that did not change the frame or bodywork substantially, but did include a LED lights, a 6 speed transmission, and slipper clutch. The generations used here are generally agreed upon at places like the FJRForum.com. Fitment of parts is never guaranteed and individual parts change even yearly.

Gen 1

For North America the first generation (Gen I) were marketed as 2003, 2004, 2005, and a second 2005 (2005B) series that synchronized with world production.

For Europe and other markets the first Generation (Gen I) were marketed as 2001, 2002, 2003, 2004, and 2005

Gen 2

For the World the second generation (Gen II) is 2006, 2007, 2008, 2009, 2010, 2011, and 2012.

Gen 3

For the World the third Generation (Gen III) is 2013-2015

Gen 4

For the World the fourth Generation (Gen IV) is 2016-present

North America/ World

This document is focused on North American FJR's (especially U.S. model) as that's what the author knows best. Some information about FJR's in other countries is provided as learned, but it may not be authoritative. Those outside the U.S. are encouraged to contact the author if information should be added or edited.

Document Authorship

This document was compiled by Matt Watkins from personal experience, review of Yamaha's website, input from Dale "Warchild" Wilson, and various other contributions and discussion by the good members of FJRForum.com....the best FJR forum on the planet. The documents source is <http://>

www.mattwatkins.net Last Edited: December 2019