

OUTBACK
SPIN

**YAMAHA
XV1900AS
ROADLINER**

ENGINE

Engine type Air-cooled, OHV, four-valve, V-twin

Bore x stroke 100 x 118mm

Displacement 1854cc

Compression ratio 9.48:1

Ignition Digital TCI

Fuel system Twin bore EFI

Fuel type 95+RON

TRANSMISSION

Type Five-speed

Primary drive Gear

Clutch Wet, multiplate

Final drive Belt

CHASSIS AND RUNNING GEAR

Frame type Aluminium twin-spar

Rake 31°

Trail 152mm

Wheelbase 1715mm

Suspension Kayaba

Front: 46mm telescopic fork, adjustable preload, 130mm travel

Rear: Monoshock, adjustable preload, 110mm travel

Wheels 12-spoke, cast aluminium

Front: 4 x 18 Rear: 5.5 x 17

Tyres Dunlop D251

Front: 130/70R18 (63H)

Rear: 190/60R17 (18H)

Brakes

Front: Twin 298mm discs

Rear: 320mm disc

DIMENSIONS AND CAPACITIES

Weight 329kg (dry, claimed)

Seat height 705mm

Fuel capacity 17L

HOWSITGO?

Power Not given

Torque Not given

Fuel consumption 5.6L/100km

WHATSITCOST

Testbike Yamaha Motor Australia

Contact www.yamaha-motor.com.au

(02) 9757 0011

Warranty 24 month, unlimited km

Colour options Red/Chrome

Price \$24,990+orc

OCEAN'S 19000

As relaxing and fun as a P&O cruise ship, but steers a lot better

■ TEST KELLIE BUCKLEY ■ PHOTOGRAPHY YAMAHA

It weighs six times what I do and is one and a half times my length. The Yamaha XV1900AS Roadliner is aptly named. It is enormous.

It's powered by an equally enormous 1854cc V-twin engine with pushrod-actuated valves that complement the old world styling, but get it going and the enormity of it dissolves. The aluminium chassis distributes the weight to 50/50 over each wheel, so that even at walking speed, its handling is intuitive and stable. Even for 162cm me.

Roadliner's styling is reminiscent of a 1950s luxury cruise ship. There's a huge amount of chrome in all the right places, the headlight is massive, the large-diameter two-into-one exhaust is fittingly elongated. Not unusual from your average big-bore Japanese cruiser, but it's the little styling details that set the XV1900AS apart — cool fins that run from the tank to the steering head, the indicators that complement each other with their slick aero shapes, and the old-school speedo.

There's tons of torque, as you'd expect from a pair of 927cc pots (fired by two sparkplugs each) and the peak amount is reached way down the rev range at just 2500rpm. It's fed by electronic fuel injection and transfers torque to the tar by a belt final drive.

The five-speed gearbox feels tight and precise after the initial ca-lunk into first gear, and finding neutral is a cinch with the heel/toe shifter. Once rolling, the bike becomes relatively nimble and easy to control at all speeds.

The Roadliner comes in two models, an XV1900A and an XV1900AS — the A model features brushed steel fork stanchions and wheels, the AS model gets the custom chrome treatment and is \$1500 dearer.

There's a swag of genuine accessories if you want to customise it even more, and for an extra \$1705, you can increase its touring capabilities with a screen, leather saddlebags and a sissy bar.

The AS model retails for \$24,990, which might seem a bit rich, but bear in mind that Yamaha Australia is currently offering a \$1900 cashback deal. Consider also that Harley-Davidson's 1584cc Heritage Softail Custom retails for \$29,995 — and came in as Australia's second most popular touring bike for the first half of this year — and it all of a sudden seems pretty reasonable.

With the price, accessories and Japanese reliability, there's no reason why the enormous Roadliner shouldn't be well received in the Aussie market place. 🍷

