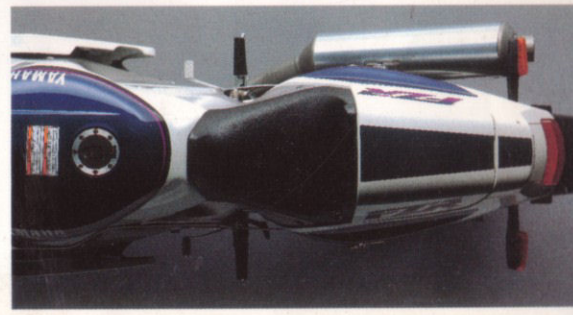


FZR1000

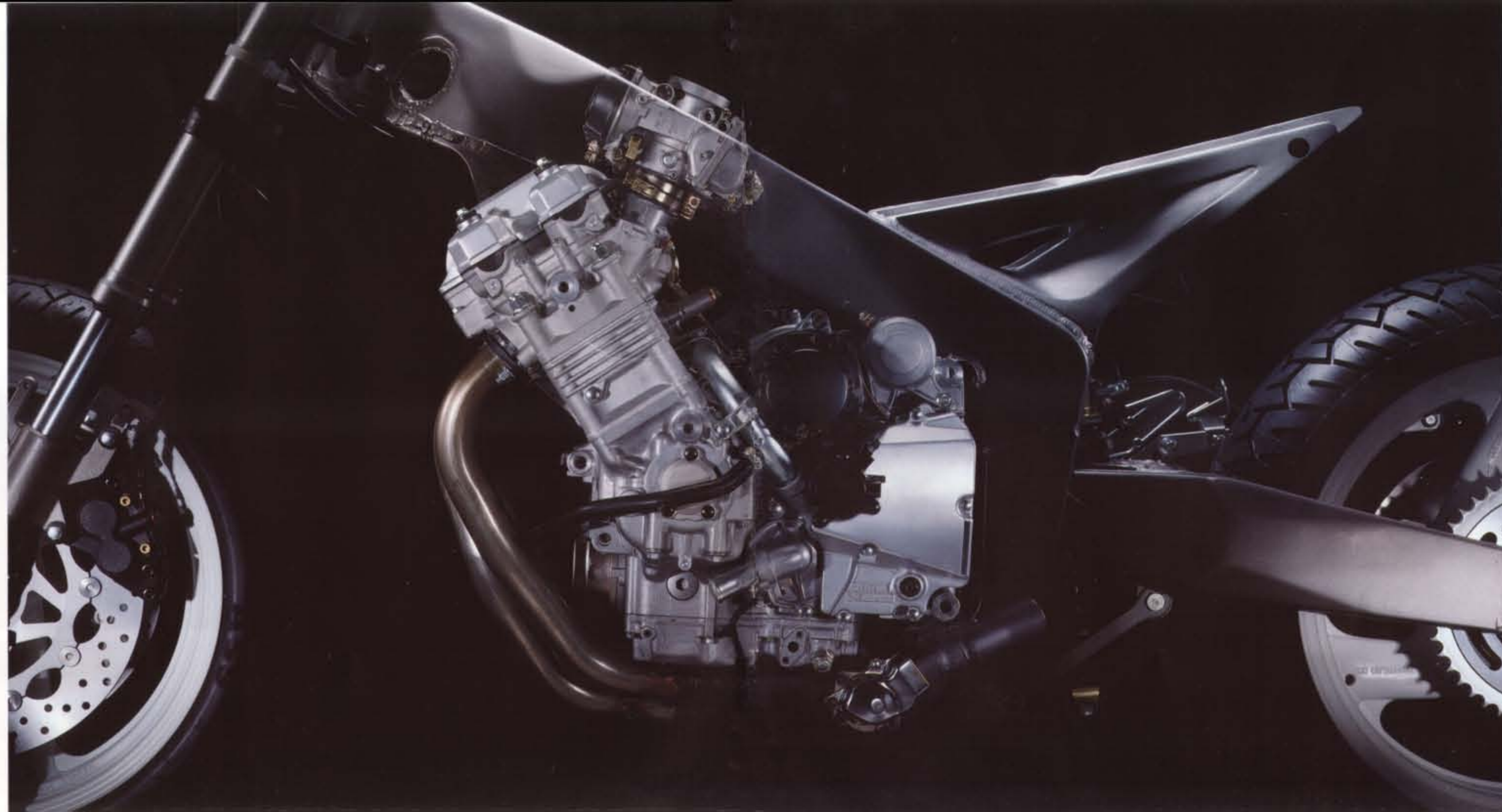
YAMAHA



Yamaha Genesis technology. The most innovative design on two wheels.

Although many of today's supersports machines may appear outwardly similar, the fact is that underneath their sleek fairings they're all missing one very special ingredient only found in the Yamaha FZR.

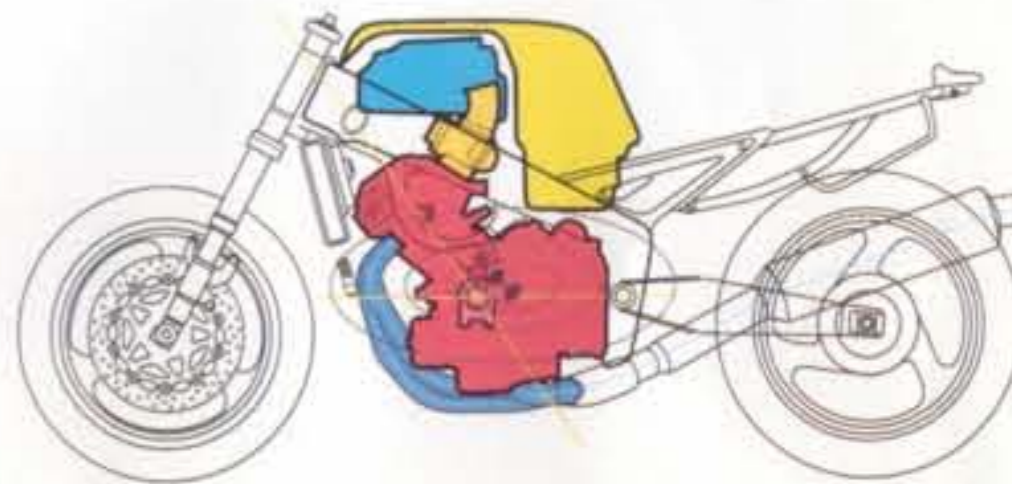
That ingredient is Genesis technology. And by this we mean a unique approach to motorcycle development pioneered by Yamaha, which owes little to conventional thinking. A design philosophy in which the engine and chassis complement and enhance each other to give vastly superior performance.



Key to the Genesis concept is our slant-block 20-valve motor. By inclining the cylinders forward we have achieved an extremely low centre of gravity and an ideal front-rear weight distribution for precise, responsive handling. Another advantage of this layout is that it permits the use of long, straight inlet tracts for instantaneous throttle response and highly-efficient combustion processes to give optimum power output.

And by utilising the motor as a stressed member we've been able to make the race-developed Deltabox chassis extremely light as well as immensely rigid.

Only Yamaha possesses Genesis technology. And that's why the FZR1000 is the machine that everyone's after.



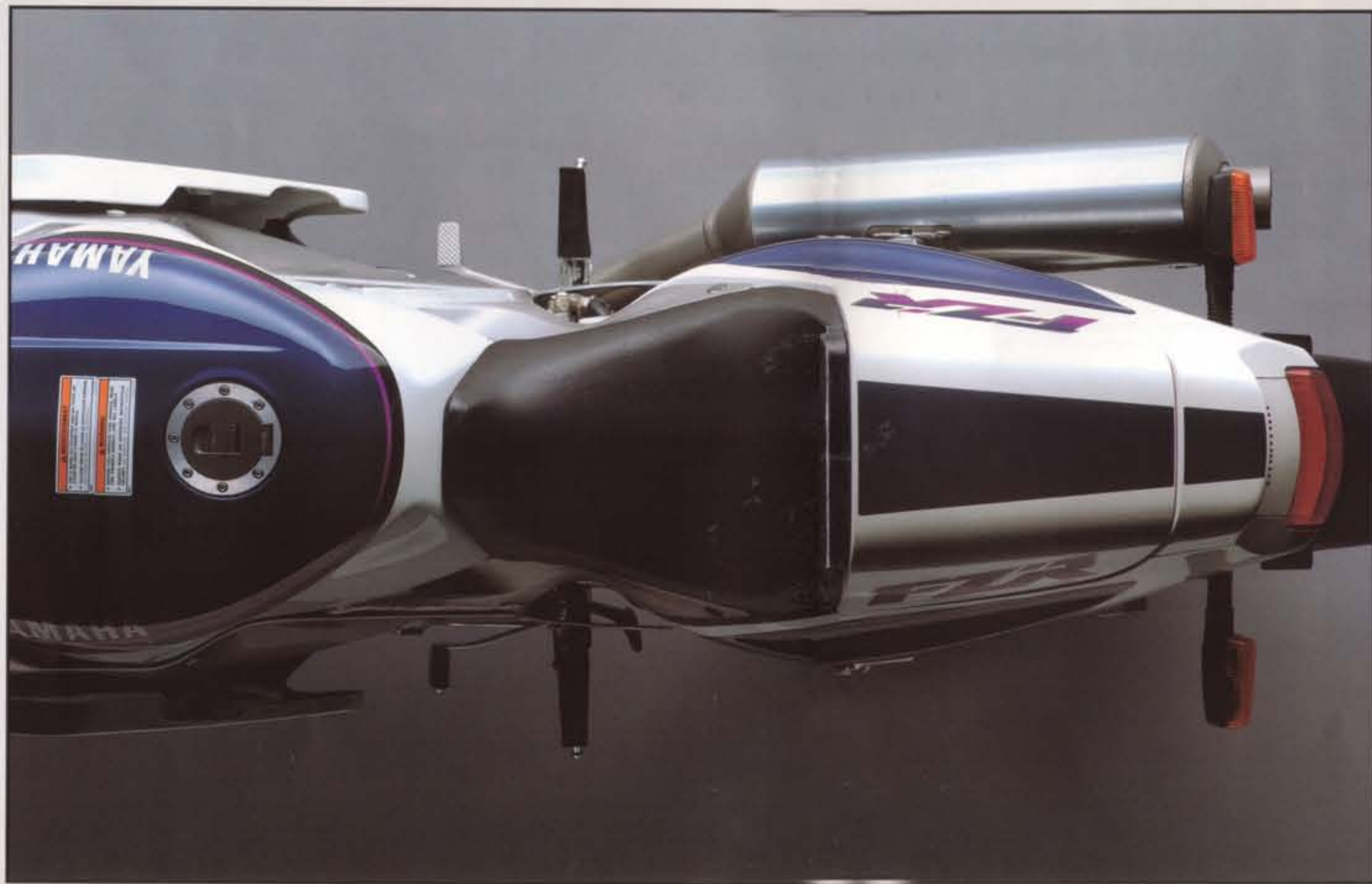
FZR1000. Some things in life just shouldn't be missed.

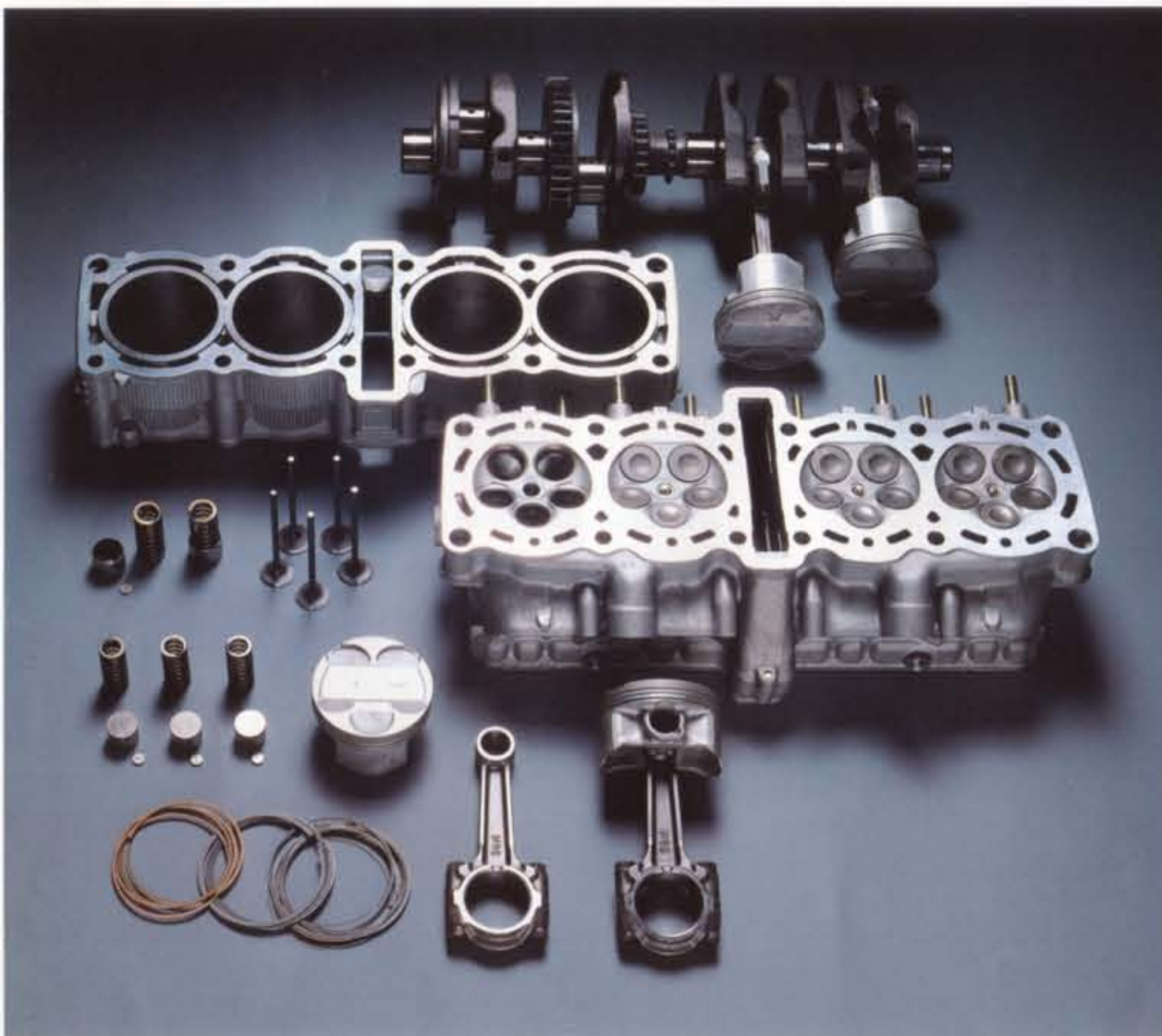
The moment you fire up the Yamaha FZR1000 you'll realize why it's universally regarded as one of the most exciting Supersports machines of all time.

Knees gripping the contoured tank, elbows tucked in and head behind the screen, you will feel the phenomenal acceleration and top-end performance produced by the 1000cc Genesis-design motor.

Laying the FZR over for tight bends you're sure to appreciate the ultra-stiff Deltabox chassis with upside-down forks and Monocross rear suspension that inspire absolute confidence.

Yamaha FZR1000. An unforgettable experience!





Engine
The forward-inclined block on the Genesis-concept engine keeps the centre of gravity low for enhanced handling and allows the use of long, straight inlet tracts. Together with our revolutionary 5-valve

head design this unique layout gives instant throttle response and delivers a broad spread of power for optimum performance at all speeds.



Instrument panel
The centrally-mounted tachometer and temperature gauge hint at the FZR's racing heritage, while situated neatly on the left is the speedometer and integral tripmeter, with further information supplied by four indicator lights.



Rear suspension/Swinging arm
The Monocross rear suspension system features a fully-adjustable gas/oil shock which gives 130 mm of rear wheel movement. Deltabox swinging arm keeps unsprung weight to a minimum and ensures maximum lateral rigidity.



Fairing/FAI system
The aerodynamically-efficient slant-nosed fairing slices through the air with minimal drag and incorporates a powerful flush-fitting headlamp assembly. Twin Fresh Air Intake (FAI) ducts force-feed cool air to the carburetors for maximum intake efficiency.



Front brake
Phenomenal stopping power is supplied by the FZR's braking system which features twin 320 mm-diameter floating discs with 4-pot opposed piston calipers that bring the machine to a rapid standstill with minimum effort.



EXUP
The FZR's Exhaust Ultimate Power Valve (EXUP) is operated by a microprocessor-controlled servomotor which constantly adjusts the exhaust's internal aperture to suit engine speeds, substantially boosting low to mid-range torque.



Radiator/Oil cooler
The large-capacity radiator is situated in the area of maximum air flow to maintain constant engine running temperatures for optimum power output, and also dissipates heat from the liquid-cooled oil cooler.



Front forks
Developed from our Grand Prix racing programme, the FZR's upside-down forks use large diameter 41 mm tubes for maximum flex resistance as well as smooth damping action, and offer 120 mm of front wheel travel.



Passenger seat/Tail cowl
For solo use the FZR is fitted with a stylish tail cowl which provides rider support under acceleration. And when you want to carry a passenger the cowl is easily removed to reveal the contoured dual seat.



SW/VRC1 (Silky White/Vivid Red Cocktail 1)



SW/DVC1 (Silky White/Dark Violet Cocktail 1)



BIB (Bluish Black)

Always wear a helmet, eye protection and protective clothing. Yamaha encourage you to ride safely and respect fellow riders and the environment. Specifications and appearance of Yamaha products shown here may vary according to requirements and conditions, and are subject to change without notice. For further details, please consult your Yamaha dealer.

**FZR1000
TECHNICAL SPECIFICATIONS
ENGINE**

Type 4-stroke, liquid-cooled,
DOHC 5-valve, parallel
four cylinder
Displacement 1,002 cc
Bore and stroke 75.5 × 56.0 mm
Compression ratio 12 : 1
Max. power (DIN) 125 PS
(91.9 kW) @10,000 rpm
(ISO) 118.8 PS
(87.3 kW) @10,000 rpm
Max. torque (DIN) 10 kg-m
(98.1 Nm) @8,500 rpm
(ISO) 9.5 kg-m
(93.2 Nm) @8,500 rpm
Lubrication Wet sump
Carburation Mikuni BDST38 × 4
Ignition Transistorized (digital)
Starter system Electric
Fuel tank capacity 19 litres
Oil capacity 3.5 litres
Transmission 5-speed,
constant mesh
Final transmission Chain
CHASSIS
Overall length 2,205 mm
Overall width 745 mm
Overall height 1,170 mm
Seat height 775 mm
Wheelbase 1,470 mm
Min. ground clearance 135 mm
Dry weight 214 kg
Front suspension... Telescopic forks
Rear suspension..... Swinging arm
(Monocross)
Front brake Dual 320 mm ø discs
Rear brake Single 267 mm ø disc
Front tyre 130/60 VR17-V280
Rear tyre 170/60 VR17-V280

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