



YAMAHA

FZR1000 INTRODUCTION

1993
SUPE



Fire up the FZR1000 EXUP and something in your blood fires up as well. It may be getting on in years but people and bikes aren't that different always – with maturity can come experience, and a whole lot of fun



BIKE FILE 22 CONTENTS

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STUDIO

There's still something about the FZR which heats up the blood

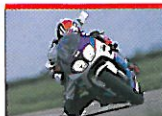
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TO THE LIMIT

Thrash it, thrash it, and then thrash it some more. It loves it!

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TUNING

Most will have already been tuned but for those which haven't...

IT MAY be discontinued now but the FZR1000 EXUP is far from having had its day and there are enough on the roads as testament to that.

You can pick one up nowadays for about five grand less than the original £8,000+ price tag and those who are selling them are probably doing so to update to the Thunderace or R1.

But it's always had a loyal following which isn't surprising given its performance.

It has almost the same top speed as the R1 and like the R1 there's something about the FZR1000 which instantly appeals.

Exhilarating

Perhaps it's the bike's styling, which, although dated now, still allows the FZR to stick out in a crowd. When it was first launched almost every publication raved about it – and even when Honda's FireBade appeared on the scene a few years later, the FZR was still compared to both the Honda and Kawasaki's ZZ-R1100 with its weight being the only thing holding the Yamaha back.

But a lot of owners find this exhilarating; the excellent brakes stopping a 209 kg piece of machinery can be quite a thrill.

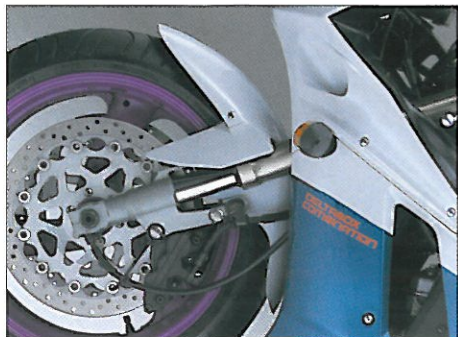
And the acceleration is still amazing to even the most jaded of riders. Most of our testers found they were open-mouthed every time they rode the 1002cc, 20-valve powered bike

If you can't afford one of the new superbikes find yourself a good FZR1000 and you'll find it no struggle at all to keep up with the R1s and the 'Blades. ■

YAMAHA FZR1000 AT A GLANCE

- Introduced 1989
- 1002cc inline 4
- 127.2 bhp @ 10,050 rpm
- 127.2 mph top speed
- 0-60 in 2.8 seconds
- Insurance group 16
- £8,849





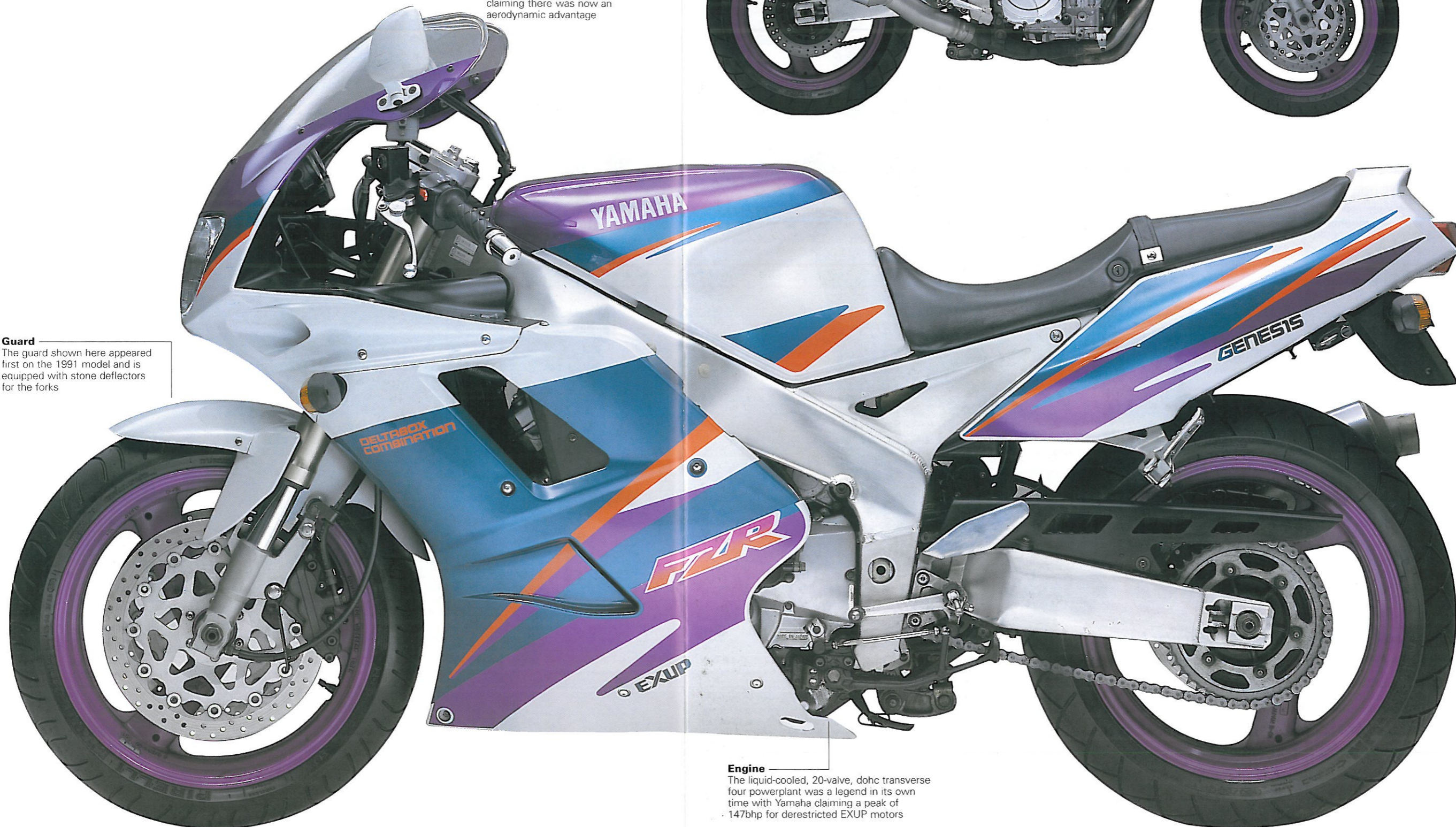
The Ohlins forks were updated in 1994 but were so similar to the previous ones not many riders noticed the difference. Yamaha even told Ohlins to make the forks look exactly like the previous ones which has to beg the question: why the change?

Fairing

The slant nose fairing seen here came into being on the 1991 model. In 1994 it was updated again with Yamaha claiming there was now an aerodynamic advantage

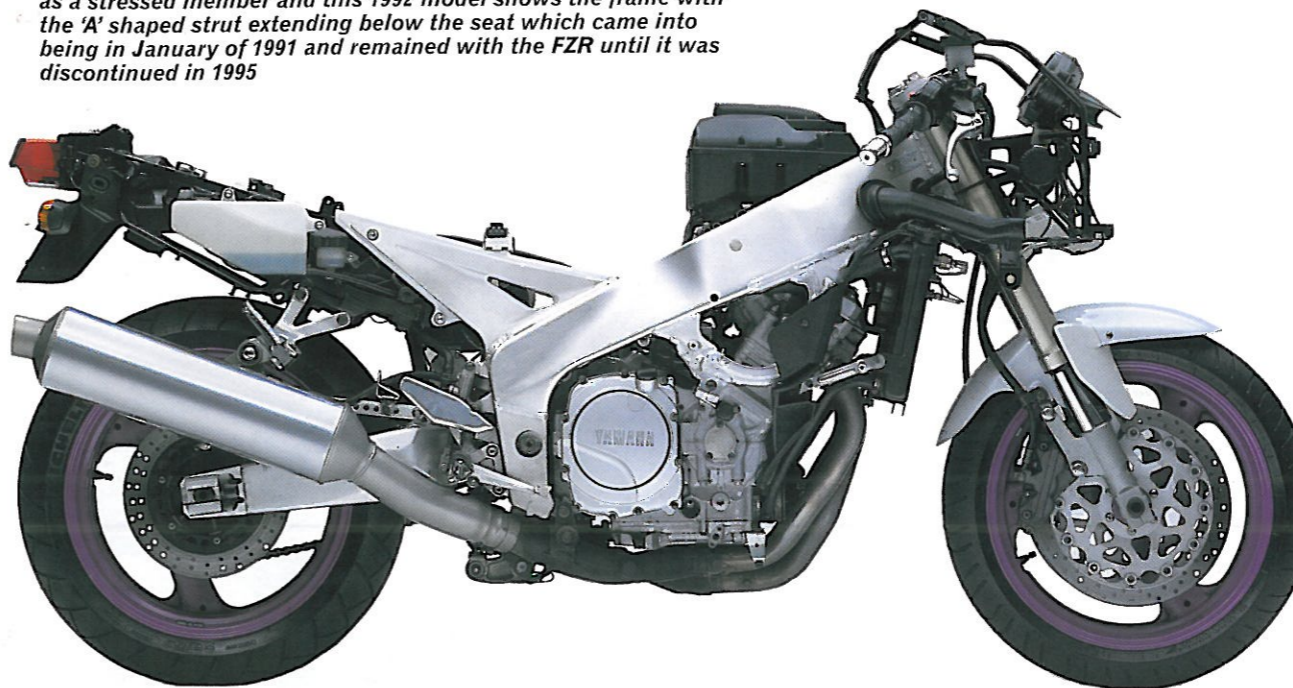
Guard

The guard shown here appeared first on the 1991 model and is equipped with stone deflectors for the forks

**Engine**

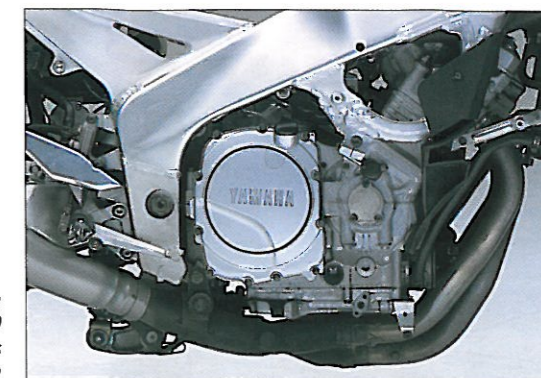
The liquid-cooled, 20-valve, dohc transverse four powerplant was a legend in its own time with Yamaha claiming a peak of 147bhp for derestricted EXUP motors

The aluminium Deltabox frame used the forward inclined engine as a stressed member and this 1992 model shows the frame with the 'A' shaped strut extending below the seat which came into being in January of 1991 and remained with the FZR until it was discontinued in 1995





The graphics were new for 1992 with the FZR and EXUP on the side/bottom of the fairing



The four into one exhaust seen here came along with the 1990 model and over the years changed only in its finish


Headlights

The twin headlights changed from the squarish style to the more up-to-date fox-eye look in 1994. The ones shown here are the projector twin beam lamps introduced for 1992.

Fairing

The fairing and screen did little to deflect windblast and the positioning of the bars which meant weight on the rider's wrists made the riding position fairly uncompromising.


Forks

Yamaha said the new forks (from 1994 onwards) had a new rubber bung inside the fork top to reduce the violence of the bang if the forks should bottom out. Most noticed no difference however.

Brakes

The rear disc and twin front disc brakes were upgraded in '94 and if they were good before they were now great with fantastic bite and power.


End can

This model sports the grey finish alloy sleeve on the end can which replaced the alloy finish in 1991.

FZR1000

Now that the YZF-R1 in particular has pushed the FZR out of the limelight there are probably younger riders who barely remember the bike which was taken off the market more than five years ago. But for those who have ever ridden one they're not likely to forget what an effortless, powerful and incredibly exciting bike the FZR1000 was – and remains today. If you get the chance to ride one, take it!

FZR1000

YAMAHA
File 22
Section 3



KEEP ON BATTLEING

KEVIN ASH does his best impression of 'Ron Manager' as he reminisces on the beauty of the EXUP and those far off halcyon days

HOW THINGS have moved on... and how they've stayed the same. You remember back at the beginning of the 1990s, you were pretty new to this bike thing. Test a few years before, then a couple of middleweights, until your EXUP – the definitive, fastest, most respected superbike of the time. You were a bit fresh yourself, but the EXUP helped you out. Massively quick, so you could make up ground on the straights, and superbly stable, so you could learn about corners without scaring yourself.

Then the FireBlade came out, and you had to try harder. You didn't want to sell the EXUP because it suited you, so you just rode it that bit faster. The 'Blade was a quicker bike, you knew that, but with a bit of effort you kept up, and even started to get ahead.

Progress continued of course, until even Yamaha hit you back – the R1 was related, but oh my, that's a quick 'un! And haven't you learned a lot in the last ten years, because you can STILL keep a lot of 'em in your sights!

The EXUP's slower, heavier and doesn't turn so fast, but that doesn't mean it's SLOW... And you can't lose: if they beat you, well, they ought to anyway...

If YOU beat THEM, you're a hero.

THEY don't know the EXUP's still a fearsome opponent...

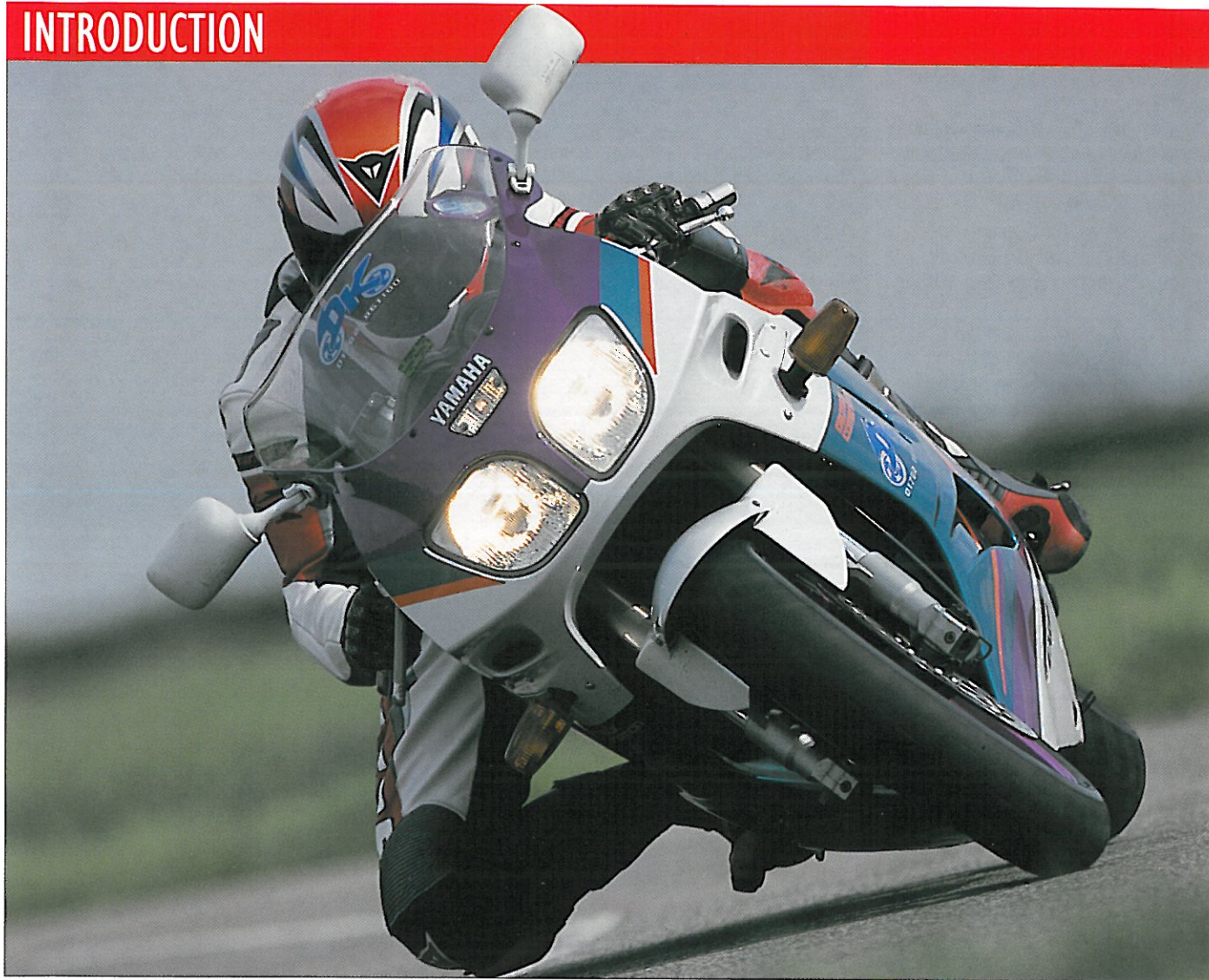
“ If you beat them you're a hero ”





*Put our boy Bruce together with the FZR1000 and you've got a pretty powerful team. But the Yamaha is a bit long in the tooth now so is it totally outdated? Not according to two-time owner and racer of this near-classic **BRUCE DUNN***

INTRODUCTION



IT'S ALMOST TOO GOOD

Bruce Dunn is all smiles as he looks at the figures gleaned from the FZR. It's bringing back memories of the days he owned and raced one

TO give those readers who never experienced the thrill of riding a Yamaha FZR1000 an idea of what all the fuss was about, think of the major hoo-ha when the R1 was launched and how the bike has lived up to all expectations.

That's the equivalent, almost, of the FZR in its time. It was THE bike for fast and hard riders to own and there wasn't a lot around to match it. And it was really the one bike which made Yamaha a serious contender in the superbike market.

It had numerous updates over the years but probably the most important one was its fairly comprehensive redesign in 1991. Although only a year later the FireBlade was launched the FZR kept its band of followers – and not through sentimentality but because they knew a good bike when they saw it.

The real thing

Also, what I find about bikes such as the FZR from that era is that they look the real thing – like race bikes not just sports bikes as the top models do today and that invariably attracted many to the Yamaha. I know I loved the look of it!

And even with the FireBlade around the FZR still had the power to give it a damn good run for its money. Nothing could take that away from it.

The FZR is one of those rare bikes which makes everyone who has ever owned one sit back with a smile on their face as they relive the great memories (me included!).



ENGINE/TRANSMISSION

BEFORE you read on about how good this engine is, don't forget for one minute that it's more than ten years old. Remember that and you'll realise just how very, very good the FZR1000 was (and still is for those lucky enough to own one).

In my opinion this is as near to a perfect engine as you're likely to get. We're talking smooth, free revving – and powerful.

The bike we had on test (a 1992 model) made almost 130 bph which is mega for a bike this age.

It's only a few horsepower down from the R1 which, after the Thunderace, was the main bike from the same family to knock the FZR from its perch.

The FZR produces amazing amounts of low down power thanks to the EXUP valve in the exhaust system, which, at the time of the FZR's launch was much publicised and justly acclaimed as being pretty damn good. (EXUP equals electronically operated exhaust valve.) It also led to the bike becoming known as the EXUP.



If you crack the throttle open at 1,500 rpm in top gear you may well be surprised by how strongly it pulls. So much in fact that you find yourself repositioning yourself as the revs rise and the power thrusts you forward.

Deceptively fast

This is a deceptively fast engine (one of the best sort to have in my opinion).

Vibration is minimal and the power delivery is as smooth as cream on silk from tickover to the rev limiter.

“ You'll be surprised by how strongly it pulls ”

The gearbox is only okay by today's standards but for a bike this old that's damn good. Compare it to the top sports bikes around today and you'll find the feel of the box is less racey, but that's only to be expected.

It may only be a five-speed box but that doesn't matter because the mega power delivery more than makes up for that tiny shortcoming.

ACCELERATION FROM REST

0-10 mph	0.6 sec
0-20 mph	0.9 sec
0-30 mph	1.4 sec
0-40 mph	1.9 sec
0-50 mph	2.2 sec
0-60 mph	2.8 sec
0-70 mph	3.3 sec
0-80 mph	4.2 sec
0-90 mph	4.9 sec
0-100 mph	5.8 sec
0-110 mph	7.1 sec
0-120 mph	8.1 sec
0-130 mph	10.2 sec
0-140 mph	12.7 sec
0-150 mph	16.1 sec
0-160 mph	23.5 sec
0-170 mph	34.5 sec
0-171.4 mph (top speed)	43.7 sec

Standing quarter mile

10.78 sec/133.3 mph

There's nothing quite like getting your knee down on a bike like the FZR to get the adrenalin going

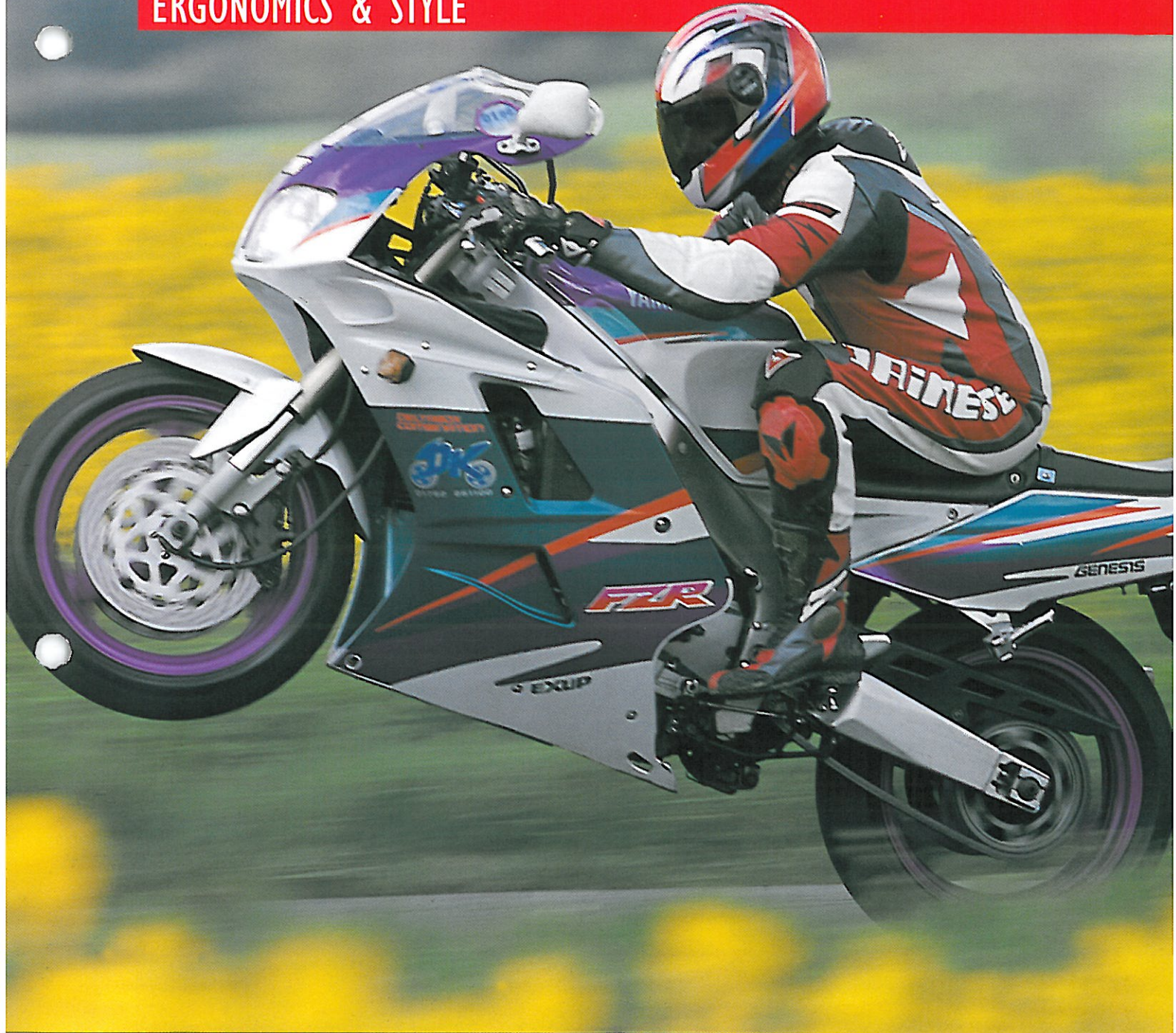


ACCELERATION THROUGH THE GEARS

Speed (mph)	5th	4th	3rd	2nd	1st
10-30	–	–	–	2.1	1.1
20-40	4.4	3.5	2.6	2.1	1.2
30-50	3.9	3.1	2.4	1.8	1.2
40-60	3.4	2.9	2.2	1.8	1.3
50-70	3.4	2.6	2.1	1.6	1.2
60-80	3.3	2.6	1.9	1.5	–
70-90	3.2	2.7	1.9	1.5	–
80-100	3.2	2.7	2.0	1.5	–



ERGONOMICS & STYLE



There's no doubt this is a good looking bike. The styling and paintjobs of all models are very much stuck in the eighties, but as I said before, to me, that's a good thing. The FZR, like many of its peers, looks exactly what it is – a monstrously powerful Yamaha which will have younger bikers on their brand new sports bikes open-mouthed as you roar past them. Because although some may not know what the bike is, the styling will give away its age immediately. And one tale they won't be telling in the pub is how a ten-year-old bike took their latest pride and joy with ease.

Would you recognise this bike if it went roaring past you on the road? Only its styling gives away the fact that the FZR is more than ten years old

Positioning

You sit very low on the FZR which, if you look at a side view of the bike, is quite surprising (but good for shorties like me).

The seat however is not the most comfortable and the handlebar positioning is a bit wide and high for a sports bike, but the controls are laid out as per normal and nothing is really difficult to get at. I always found the position good enough for hard riding.

One thing I'm not keen on though is the mid-nineties 'shell suit' paint scheme. I'm shuddering just writing about it!

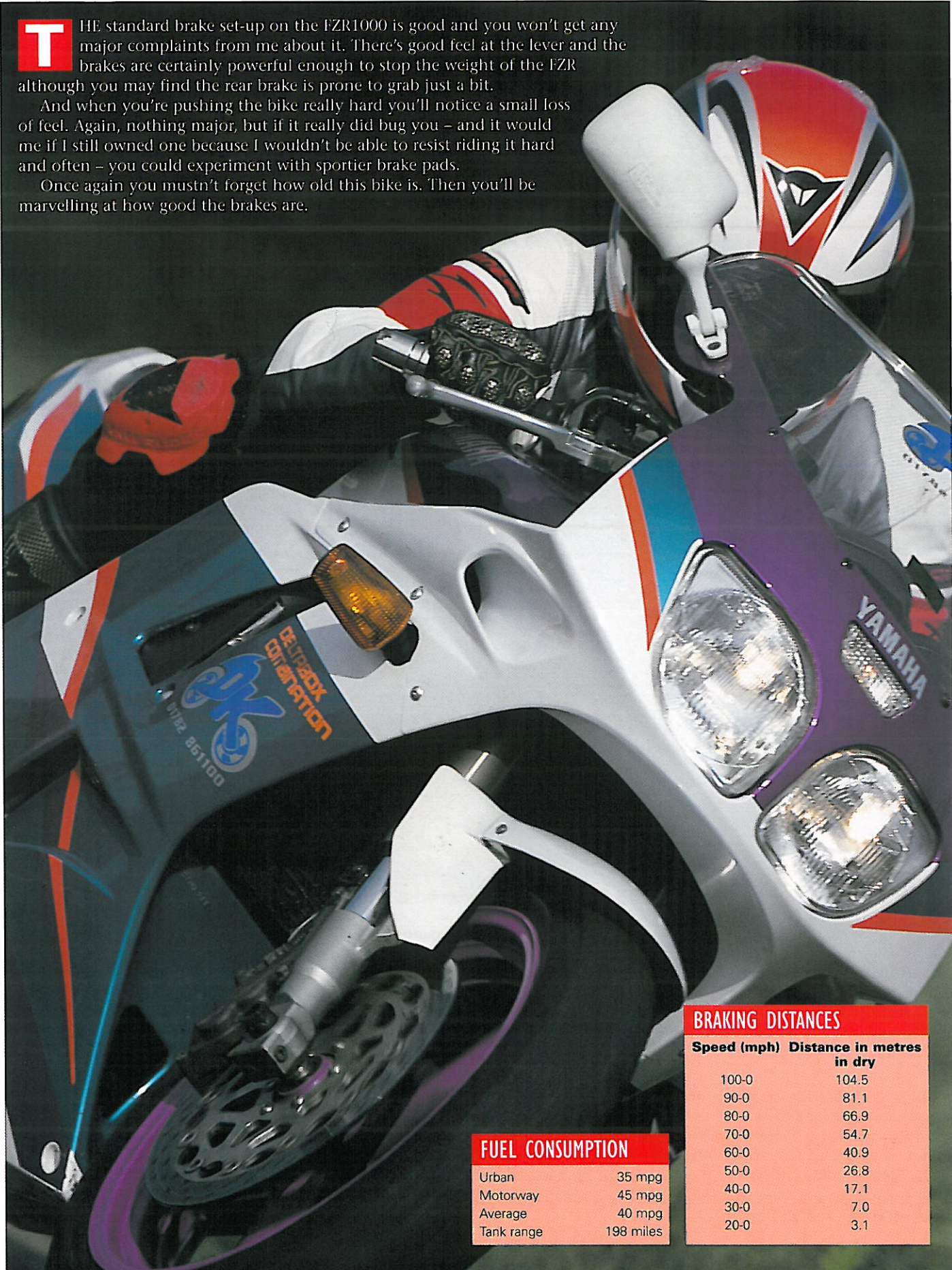


BRAKING POWER

THE standard brake set-up on the FZR1000 is good and you won't get any major complaints from me about it. There's good feel at the lever and the brakes are certainly powerful enough to stop the weight of the FZR although you may find the rear brake is prone to grab just a bit.

And when you're pushing the bike really hard you'll notice a small loss of feel. Again, nothing major, but if it really did bug you – and it would me if I still owned one because I wouldn't be able to resist riding it hard and often – you could experiment with sportier brake pads.

Once again you mustn't forget how old this bike is. Then you'll be marvelling at how good the brakes are.



BRAKING DISTANCES

Speed (mph)	Distance in metres in dry
100-0	104.5
90-0	81.1
80-0	66.9
70-0	54.7
60-0	40.9
50-0	26.8
40-0	17.1
30-0	7.0
20-0	3.1

FUEL CONSUMPTION

Urban	35 mpg
Motorway	45 mpg
Average	40 mpg
Tank range	198 miles



CHASSIS



THE design of the FZR's chassis owes a lot to Yamaha's Genesis racebike and is centred on a rigid aluminium twin spar Deltabox frame which includes the engine as a stressed member.

Although it weighed in at 209 kg (461 lb) it was exceedingly agile and stable with handling which brought many bikers racing into dealers to get their hands on one when it was first launched.

Even though the model had several revamps you'll find the handling on all of them is very good, but on some it's superb.

The FZR began life with 41mm forks and a well-handling chassis but its biggest redesign, just two years later, saw it given a new chassis and upside down forks which improved the handling to such an extent that the FZR was the pick of the Japanese sportsbikes for most.

And not being a lightweight only adds to the whole FZR experience. I'm a big fan of bikes which can be ridden fast and hard in real world conditions and this is one of them.

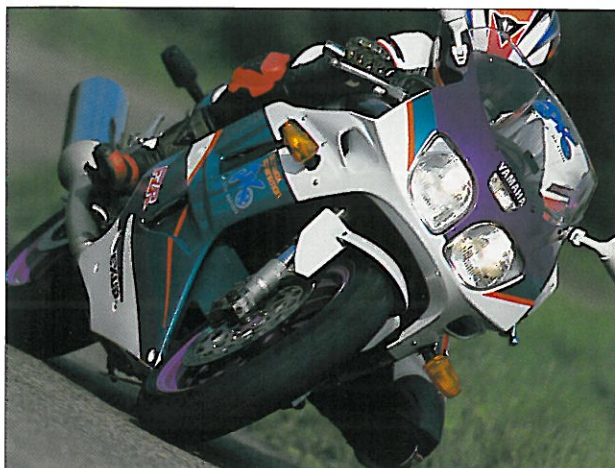
The FZR absorbs bumps and changing road surfaces with minimal drama on board the bike, although for more dedicated sports riding it is a heavy bike to stop.

I found it's also a little slower to turn into corners, but so what? All you need to do is get that monster power down and hang on out of turns, because there won't be many bikes (and yes I am counting the fastest sports bikes on the road) around nowadays which will keep up with the FZR in a straight line – or exiting corners!

Bruce reckons there aren't that many bikes around which will keep up with an FZR – either in a straight line or exiting corners

MAXIMUM SPEEDS IN GEARS

Gear	Speed	mph/1,000 rpm
5th	171.4 mph	14.9
4th	164.4 mph	13.4
3rd	148.7 mph	12.1
2nd	111.4 mph	9.1
1st	74.1 mph	6.1



VERDICT

“ You’ll never want to let it go ”

WELL, I’m one of the lucky ones in that I’ve owned and raced an FZR (well, two in fact) so I not only know how good this bike is but I’m also a little biased.

But one thing I’m not is stupid and I wouldn’t have had this bike on the racetrack if it wasn’t very powerful and perfectly mannered.

The reliability of the FZR1000 is as good as it gets and it’s still as fast as anything out there today.

Only difference is you’ll be able to spot yours in the parking lot on grand prix day a lot quicker than most!

Finding a good one now might be a tough job. It’s been just over five years since the FZR was discontinued and I don’t know about you but I haven’t spotted any decent ones in the paper for sale.

If it is good the owner will probably be hanging onto it, but it is a bike to consider so keep your eyes open.

If you do manage to get hold of a good one, like the song says, you’ll never want to let it go!


RATINGS

Engine	✓✓✓✓
Transmission/Clutch	✓✓✓
Ergonomics	✓✓✓
Chassis	✓✓✓✓
Braking power	✓✓✓
Desirability	✓✓✓✓
Overall	✓✓✓✓



YAMAHA

SUPER

FZR1000 RUNNING & RIDING



NIC CF CARTER PROFESSIONAL SPORTSMAN

'It would roll up to corners at twice the safe speed'

“ The exceptional stability of my FZR1000 in bends keeps making me think that I could do the impossible. In the first weeks of ownership I'd been astonished at the speeds I could hustle up to corners. The effect was all the more pronounced because my previous mount was a hack CB750F1. The shot suspension adding to the quite naturally wretched state of the handling ability. Not only was the FZR fast it was also exceptionally stable.

“For most of the time its 20 valve motor was able to pour out the torque and power, aided and abetted by the EXUP exhaust valve. It did not need wild gearbox excursions to move at profoundly insane speeds, all it needed was a quick twist of the wrist – if gut-churning acceleration was just a roll of the throttle away, so was a heavy dose of fear.

“There were two ways the FZR caught out these relatively inexperienced hands. The first was the ease with which it'd roll up to corners at about twice the safe speed, even for the Yam's excellent Deltabox alloy frame. I know, I should be paying more attention but the way it would suddenly plunge forwards come 7,000rpm kept enticing me to greater highway excesses.

“The triple discs are brilliant stoppers, so much so it's very easy to lock up both wheels. Entering a corner with the wheels squealing and the compressed suspension locked up solid sure gets the adrenaline running wild. The bike rumbles over the bumps, runs a little wide and throws a large, if singular, twitch when letting off the brakes, throwing the machine upright and making the exit from the corner. The FZR's mass of 525lbs becomes suddenly apparent under such duress, as it does when pottering about in town. Not helped any by the riding position which only begins to make any kind of sense once past the ton, which in the UK, at least, means for most of the time it's not a very comfortable bike to ride.

“The seat does not help, being good for a mere 50 miles until my backside begins to complain and even my thighs have been chaffed after as little as 150 miles of relatively mild cruising. The fairing is next to useless at keeping off the rain but does make cruising at ton plus speeds enjoyable. That, of course, makes owning the FZR hard to explain, but I keep convincing myself that its thunderous, grin-inducing acceleration and usually stable handling is more than enough reason to justify possession of such a piece of extreme prime meat.

“Running costs give pause for thought. Fuel is in the 35 to 45mpg range. The engine's appetite for oil is quite fierce, about a litre every 250 miles. Also if oil changes are left for more than 800 miles the gearchange action becomes a real pain, with a lot of untoward noises and occasional missed changes. It's about time the separation of gearbox from engine oil was reintroduced, as they really need two different types of oil.

“Those brakes also turned out to have a nasty habit of seizing up the calipers come winter. Worse still, after the first seizure it started to happen more and more frequently until each time the pads were changed I had to go to tedious lengths to refurbish the calipers as well. By the time 48,000 miles were achieved the discs were so thin they vibrated in the wind.

Having said all that. This is a fun bike to ride – very quick and very scary at times but good race replica fun.





ONE serious problem I have been acquainted with on the Yamaha FZR000 is that the EXUP valve can seize up after a few years (although mine hasn't yet on my '93 bike) so I advise you check this well. More serious a problem is potential failure of the bearing behind the gearbox sprocket, partly caused by running a worn or over-tight drive chain as this requires a full engine strip to sort it out and that is a costly exercise in time or repair shop bills.

Be aware of the rear wheel bearings, these can be short-lived but admittedly are easily changed. On pre '95 models pitted head races tend to be common, this can cause vague handling and reduced stability, not ideal on a bike with such performance but changing them is easy enough to do.

On early bikes check for calliper corrosion, this affects all pre-'94 models and Yamaha UK have even produce a leaflet about this. I have replaced ALL the brake callipers on mine with Harrison Billet units, there are a number of alternatives, Brembo and the like, if you find a bike thus modified, it has probably had a careful owner or two.

Front discs also have a tendency to warp and thin down to wafer type widths (which mine did and were immediately replaced with a pair of Brembo's). It is worth changing to braided steel brake and clutch lines whilst you're are it the originals are satisfactory but it will only do good if you follow this advice (but be sure to use s/s nuts NOT anodized alloy ones which are prone to cracking).

Clutch wear

Regular oil changes are a must, especially if the EXUP is used a lot in town as clutch wear contaminates the oil and can lead to blocked oilways – an expensive business, so check the oil well. The UK bikes were restricted to 125bhp, but the inlet rubbers can easily be trimmed to obtain a few extra horses (I would imagine that there can't be any UK EXUPs that hasn't been de-restricted!).

Also fork seals have a habit of giving up the ghost – ensure that there is no leakage or bad pitting that will create horrific problems two months after you've bought it. You'll probably find that the general quality and standard of nuts and bolts on the FZR1000 isn't terribly good, so it's well worth replacing some of these for stainless steel or aluminium items – at least check the condition of them thoroughly before plunging into a purchase.

The standard clutch basket is not particularly strong, and won't stand up well to constant wheelies or drag starts. Often this is replaced by a billet clutch basket, or the original unit can be modified for better performance.

Despite what I have said above, all in all you should find the EXUP to be a pretty damn fine, reliable motorcycle, which looks great, handles beautifully and goes like stink! You should also be able to pick up a very good one for a very reasonable price too, which is another reason to consider getting one.

I found a couple in the UK for around the £3,500 mark, both had around 17-20,000 kilometres on the clock and were in very good condition bearing in mind the above, there are better deals around – particularly in the private sector but you must know your bikes to ensure you're getting a deal. Finally, if you can afford it stick to the later models and pay that little bit more, it'll be worth it.

“ The fork seals have habit of giving up the ghost ”



The EXUP is a gutsy bike, but how would it measure up against the popular Bandit or the brutish Speed Triple – MATTHEW WAGLAND and GARY WEBB find out.

YAMAHA FZR1000

MATTHEW WAGLAND: An R1 for grown-ups, bags of power and tremendous torque all added up to a challenge. The handling for a machine some twenty kilos heavier than the R1 is good but not awe inspiring, I did like the brakes though, progressive and controllable. The gearbox felt a bit notchy though.

GARY WEBB: The FZR, is a true 'muscle sport' – a beautiful, new (but old-style in it's tubular approach) lightweight frame and a 143 bhp claimed output. Great handling for a heavy machine, good stopping power and lots of wheely good fun.

PERFORMANCE

Top Speed 171.4 mph

FUEL CONSUMPTION

Average 40 mpg

Best 45 mpg

Range 198 miles

PRICE

Price £8,849

Insurance Group 16

WEIGHTS AND CAPACITIES

Wheelbase 1,470mm

Dry Weight 214 kg

Seat Height 775mm

Rake/Trail 26°/108mm

Fuel Tank 21 litres

SUZUKI GSF1200 BANDIT TRIUMPH SPEED TRIPLE

MATTHEW WAGLAND: The Bandit is all about aggression; great lines, big powerful motor and lots of torque where most needed – low down. Handling is good, steering is precise except on uneven surfaces and the bike feels very comfortable. An ideal sports tourer but equally at home in the company of sport specials.

GARY WEBB: The styling is aggressive and there's loads of power on tap. Throttle response is sharp and handling is precise. The Suzuki is state of the muscle-art and a great bike for both touring and sports work. The seat is sizeable and comfortable.

PERFORMANCE

144.0 mph

FUEL CONSUMPTION

35.0 mpg

42.0 mpg

175 miles

PRICE

£5,474 (unfaired) £5,774 (faired)

13

WEIGHTS AND CAPACITIES

1,435mm

211 kg unfaired,
214 kg faired

835mm

25°/107mm

19 litres

MATTHEW WAGLAND: The Triumph felt the most sprightly, its light weight making up for less power, the handling is highly satisfying through any type of corner. The triple pulls well and overall I liked the feel of the machine, comfortable too, and above all, beautifully engineered.

GARY WEBB: I like the Triumph. Primarily because its British but also because the engineering is now amongst the best around, the triple cylinder power plant is world-renowned. Handling is really outstanding, and its braking power would stop a bull elephant!

PERFORMANCE

148.8 mph

FUEL CONSUMPTION

38.5 mpg

43.0 mpg

170 miles

PRICE

£7,549

17

WEIGHTS AND CAPACITIES

1,440mm

196 kg

800mm

N/A

18 litres



YAMAHA FZR1000
ENGINE

Type	4-stroke
Layout	in-line four
Capacity	1002cc
Bore/Stroke	75.5mm/56mm
Valves	5 per cylinder
Valve Gear	DOHC
Fuel System	4 x Mikuni 38mm side draft carburettors
Cooling	liquid
Power	145 bhp @ 10,000 rpm
Torque	N/A

TRANSMISSION

Gearbox	5-speed
Final Drive	chain

CYCLE PARTS

Frame	aluminium Deltabox
Front Suspension	41mm telescopic fork
Adjustments	spring preload
Rear Suspension	monoshock
Adjustments	spring preload

TYRES

Front	130/60 x 17
Rear	170/60 x 17

BRAKES

Front	twin 310mm discs
Rear	single 267mm disc

RATINGS

	MATTHEW	GARY
Engine	●●●●●	●●●●●
Handling	●●●●●	●●●●●
Braking	●●●●●	●●●●●
Rider Comfort	●●●●●	●●●●●
Pillion Comfort	●●●●●	●●●●●
Overall	●●●●●	●●●●●


SUZUKI GSF1200 BANDIT
ENGINE

4-stroke
in-line four
1157cc
79mm/59mm
4 per cylinder
DOHC
4 x Mikuni BST36 carburettors
air/oil
115.9 bhp @ 8,997 rpm
78.8 lb ft @ 6,105 rpm

TRANSMISSION

5-speed
chain

CYCLE PARTS

steel cradle
telescopic forks
preload
link-type monoshock
7-way preload, 4-way damping

TYRES

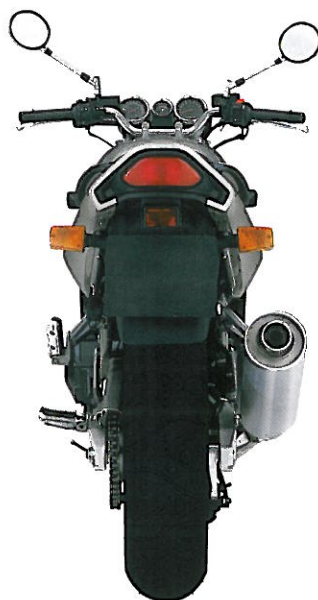
120/70 x 17
180/50 x 17

BRAKES

twin 310mm (12.2in) discs, opposed 4-piston calipers
240mm (9.5in) disc, single caliper

RATINGS

	MATTHEW	GARY
Engine	●●●●●	●●●●●
Handling	●●●●●	●●●●●
Braking	●●●●●	●●●●●
Rider Comfort	●●●●●	●●●●●
Pillion Comfort	●●●●●	●●●●●
Overall	●●●●●	●●●●●


TRIUMPH SPEED TRIPLE
ENGINE

4-stroke
in-line triple
955cc
79mm/65mm
4 per cylinder
DOHC
multiport sequential electronic fuel injection
liquid
101.8 bhp @ 9,400 rpm
63.1 lb ft @ 5,500 rpm

TRANSMISSION

6-speed
chain

CYCLE PARTS

tubular aluminium alloy perimeter
45mm inverted Showa forks
preload, plus compression and rebound damping
rising-rate Showa monoshock
preload, plus compression and rebound damping

TYRES

120/70 x 17
190/50 x 17

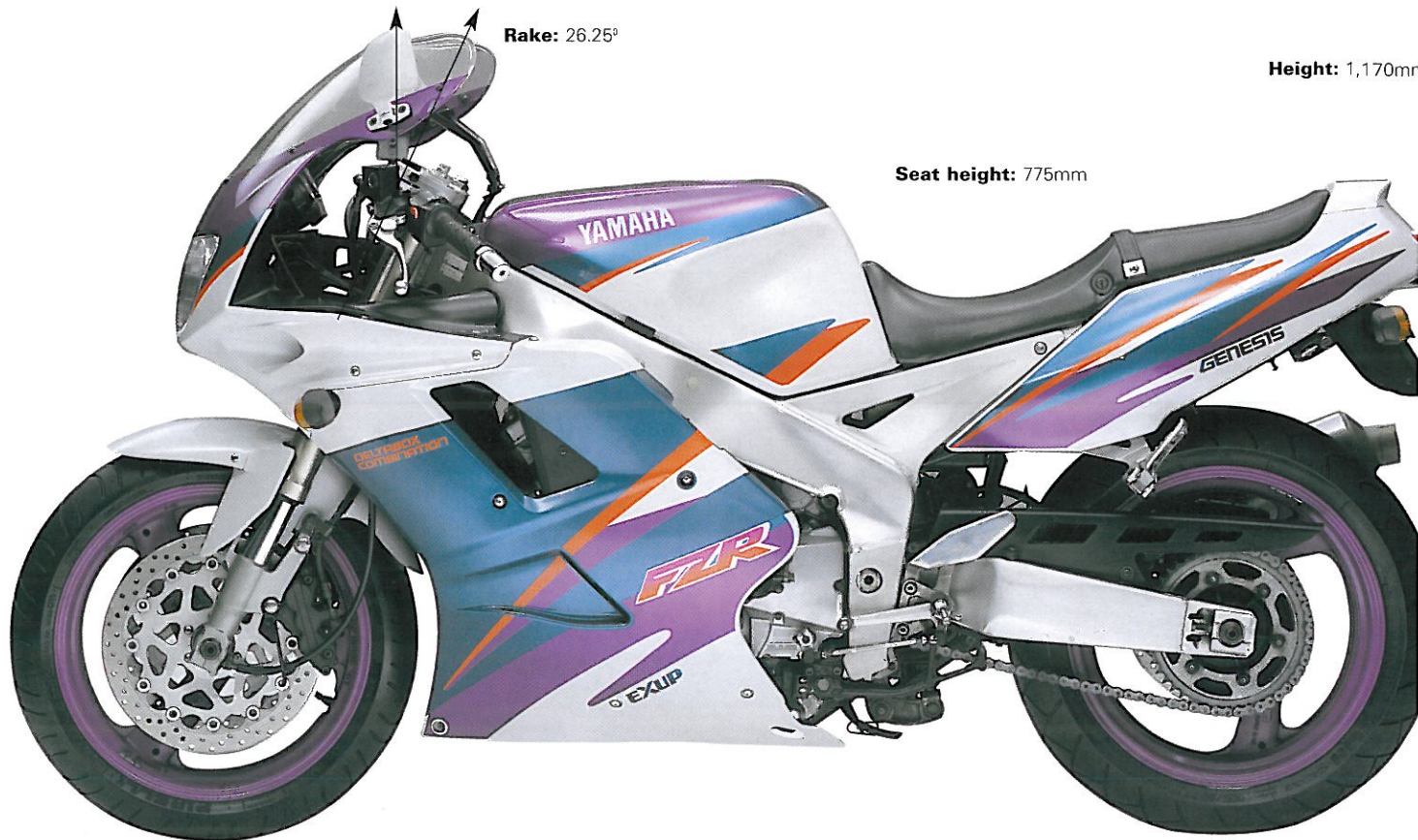
BRAKES

twin 320mm (12.6in) floating discs, 4-piston calipers
220mm (8.7in) disc, 2-piston caliper

RATINGS

	MATTHEW	GARY
Engine	●●●●●	●●●●●
Handling	●●●●●	●●●●●
Braking	●●●●●	●●●●●
Rider Comfort	●●●●●	●●●●●
Pillion Comfort	●●●●●	●●●●●
Overall	●●●●●	●●●●●




Length: 2,205mm

THIS Yamaha utilises a 20-valve engine that has been around in various guises for 13 years. The frame is taught and very much the norm for this breed of machine. Power figures are eclipsed by the much more modern Blade or R1 (or, now, GSX1100). This is a fast, race replica bike for the serious speed freak, check out the dimensions, and though range and comfort aren't too great the fun factor is still there in abundance.

ENGINE

Type	4-stroke
Layout	in-line 4
Total displacement	1002cc
Bore	75.5mm
Stroke	56mm
Compression ratio	N/A
Valves	5 per cylinder
Fuel system	4 x 38mm Mikuni carbs
Ignition	electronic
Cooling	liquid
Maximum power	145 bhp @ 10,000 rpm
Maximum torque	N/A

TRANSMISSION

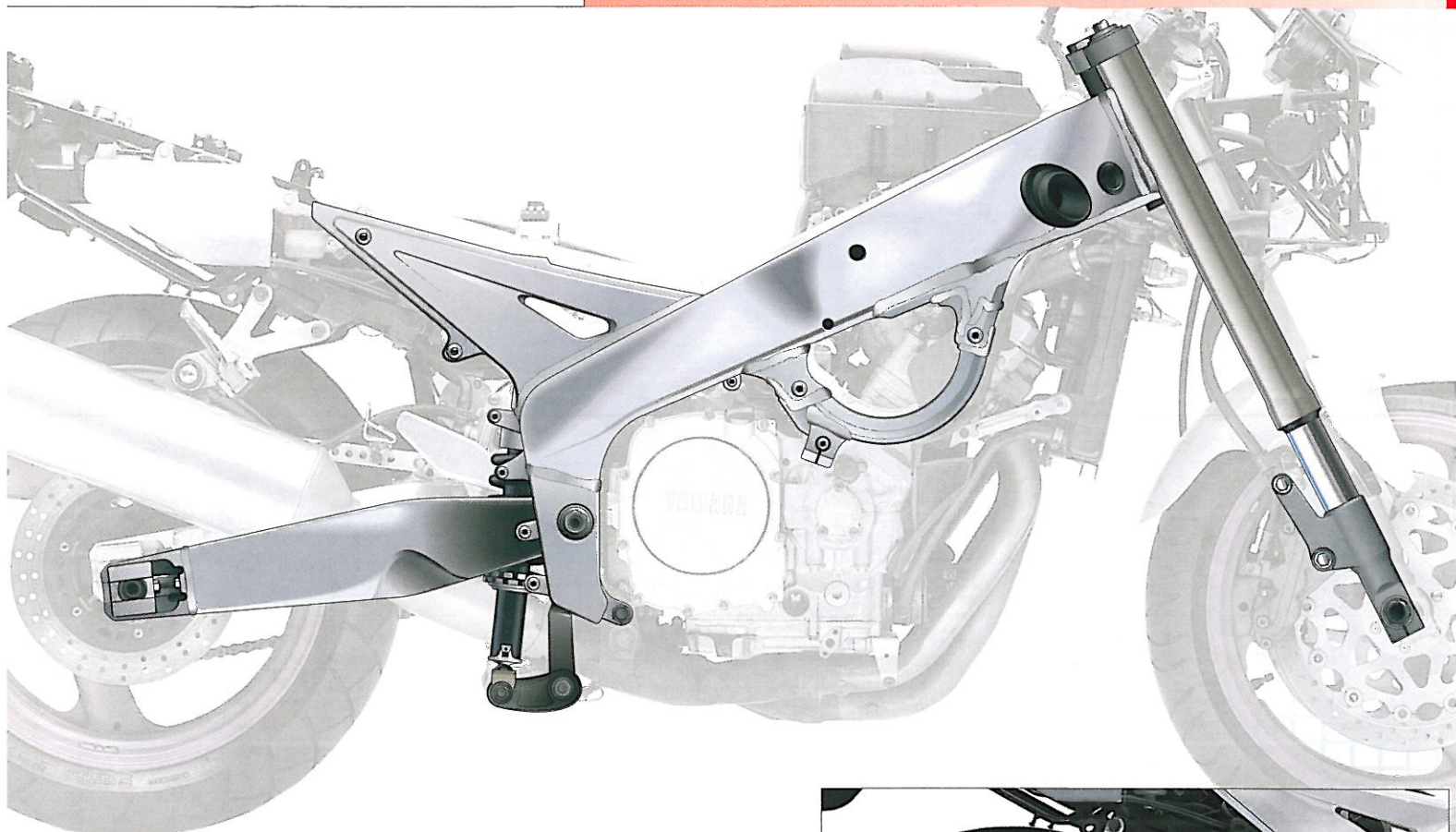
Primary drive	gear
Clutch	wet multiplate
Gearbox	5-speed
Final drive	chain

CYCLE PARTS

Frame	aluminium Deltabox
Rake/trail	26.25°/108mm
Front suspension	41mm telescopic fork
Travel	120mm
Adjustment	spring preload
Rear suspension	monoshock
Travel	130mm
Adjustment	spring preload and rebound damping
Tyres	
– make	N/A
– front	130/60 x 17
– rear	170/60 x 17
Brakes	
– make	N/A
– front	2 x 310mm floating discs, 4-piston caliper
– rear	267mm disc, 2-piston caliper

WEIGHTS & CAPACITIES

Tank capacity	19 litres
Dry weight	214kg
Weight distribution	
– front	N/A
– rear	N/A
Wheelbase	1470mm
Overall length	2205mm
Overall width	745mm
Overall height	1170mm
Seat height	775mm



THE FZR was the bike of the decade according to some. The fact that the decade probably ran from 1989 to 1996 seems to be irrelevant but hell what's a year or three? What made the machine such a point of admiration was not only the engine, a mighty beast in its day, but the fact that the rest of the bike also shared race technology and style – other bikes of the era didn't quite match up in this department.

Starting at the front, the massive, 310mm, twin semi-floating discs reveal an intent to stop this thing in a hurry (although, slow down, would be a better way of putting it). With four uneven piston calipers to each, the Yamaha was well equipped to haul herself up from the astonishing speeds that she could attain. The front suspension too was designed for the racetrack although never really worked as effectively as it could until the use of Ohlins was introduced on the later models. The original Kayaba 41mm inverted telescopic forks (with 120mm travel) suffered from oil seal leakage and never appeared to be the right choice for a bike that would, undoubtedly, be subject to so much punishment.

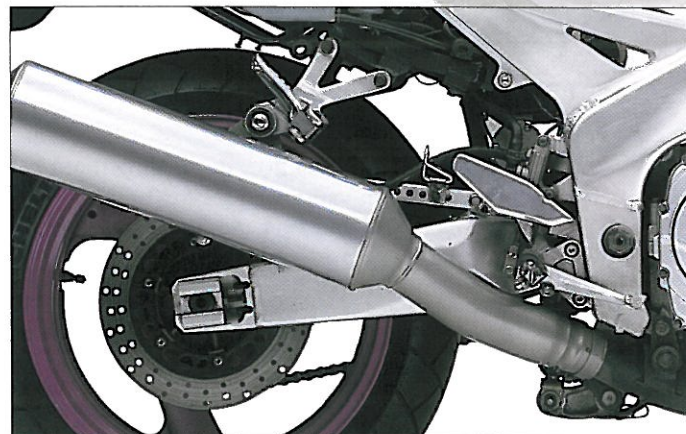
Moving bow to stern, the fairing is a very pretty and efficient piece of kit when flat to the tank but for more conventional and less stressful riding, offers little protection from the elements. Some owners have replaced the windscreen with a taller version but this ruins the aesthetics of a very smart machine and is also an admission that the 'greed for speed' days are over.

The riding position is not comfortable, in fact it's very uncomfortable indeed. The bars themselves are mounted below the triple clamp and a long way from the seat, and the pegs are pretty high. The stock seat is nice though (wide and soft, with reasonable passenger comfort) but there are some very aftermarket replacements you may want to try out. The 20 amp headlight is powerful, giving good width and a strong beam, indicators and rear lamps are clear to any but the most blind of cagers.

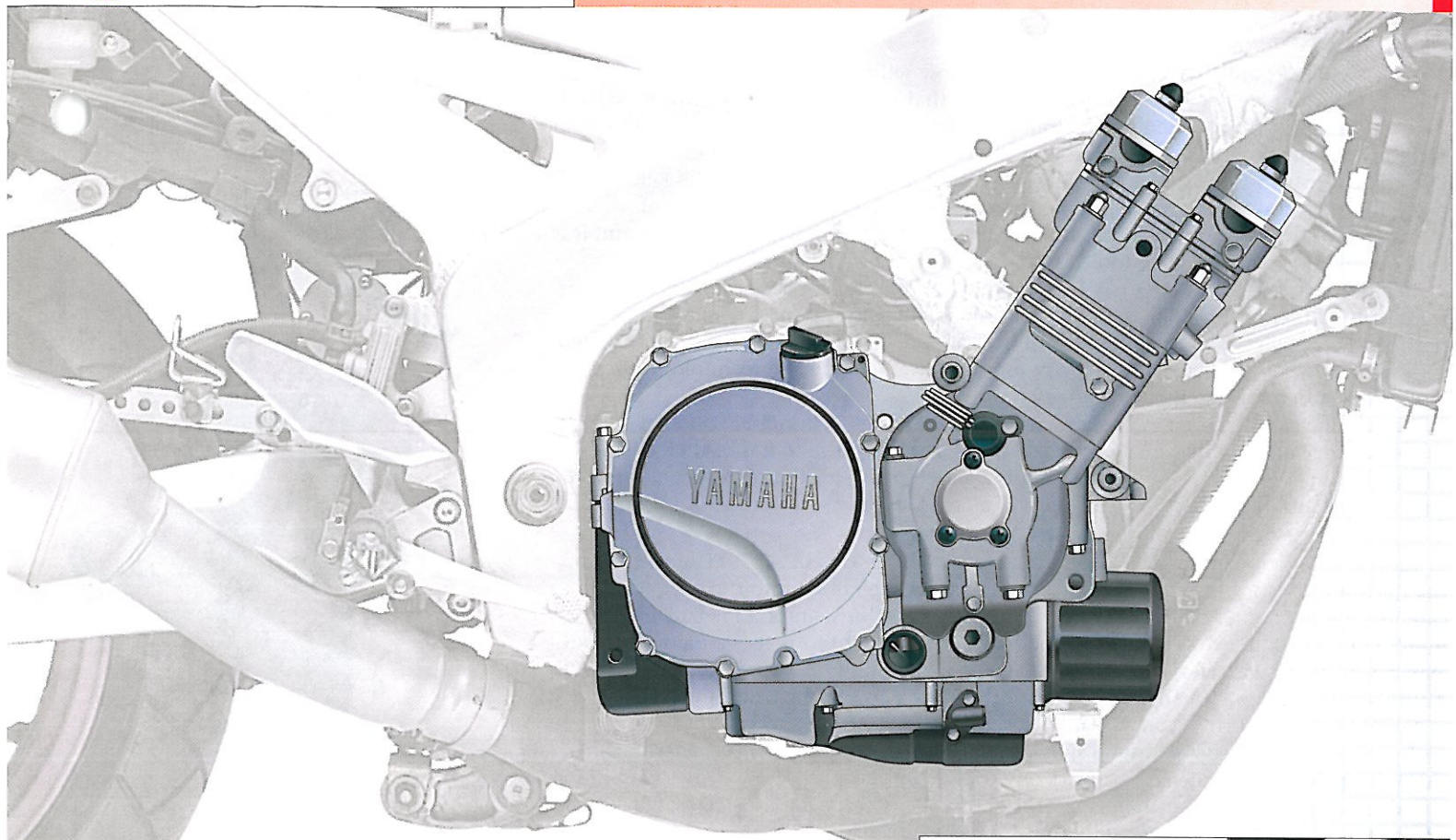
The engine nestles in the now familiar aluminium Deltabox frame that is renowned for its strength and durability. It harnesses all 130 horses rigidly but there is a fair degree of engine vibration transfer through alloy, as opposed to steel which tends to absorb more, and this can increase the discomfort factor after only 60 or 70 miles to a bum-numbing degree.

The tank holds 19 litres of petrol, this gives a range of approximately 140 miles on a tankful which is a reasonable distance on such a machine as this. This quite obviously depends on how quickly you have aimed to get where you are going!

On then to the back end. The rear suspension is of the classic monoshock, swingarm arrangement. The swingarm tolerances are fine, with play limits of about 0.9mm. The single shock has a travel of 130mm and again the Ohlins is vastly superior to its predecessor. The rear shock is adjustable in spring pre-load with a max of 47.5mm and minimum of 37.5mm and rebound damping, the maximum (full in) is the zero setting, standard is 7 clicks out and the minimum is nine clicks. Braking at the rear comes in the form of a single 267mm disc with a two-piston caliper.



Overall, when this bike was launched, it was state of the art. Any one who has owned one since its launch knows that it held its own with much more modern bikes until the advent of the Blade. That it still has a lot to offer and will give anything a run for its money, is testimony to its design



WHAT eventually took its swansong as the Thunderace started out as the FZR Genesis in 1987. The amazingly complicated 20-valve motor punted out a decent 125bhp from its 1002cc, and in 1989 became the FZR1000 EXUP.

The FZR1000 EXUP engine is a finely engineered, race-bred, water-cooled four-stroke in-line four with 5 valves per cylinder, dohc which displaces 1002cc (75.5 56.0mm). Carburation is provided by 4 Mikuni 38mm BDST carbs with main jets (1,4) of 125 and main jet s (2,3) of 122.5.

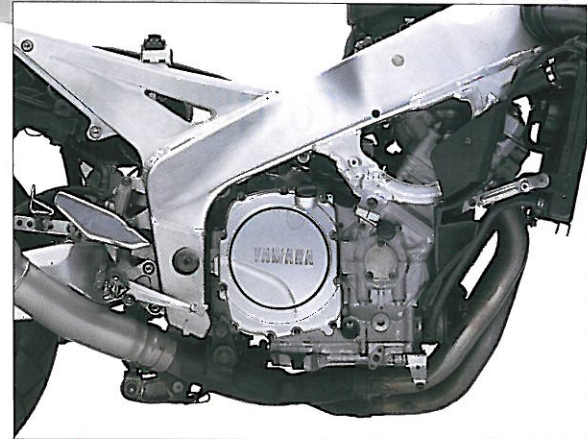
The most noticeable feature of the bike is the use of the famous Yamaha EXUP (it stands for Exhaust Ultimate Powervalve by the way) exhaust system that features four into one pipe work. The ignition system is transistorised and efficient. With EXUP and great carbs the throttle response is excellent from zero to red line. The EXUP valve helps backpressure, pulses scavenge and spent-gas release at low revs.

The lubrication system is liquid carter type and the engine features an electric starter, paper air filter and car type oil filter. The clutch is a hydraulic, liquid-cooled multi disc unit, the box featuring 5 ratios, final drive is via chain.

However, this engine is, fundamentally, a race-bred motor that evolved about thirteen years ago and was designed to replicate track performance but also to incorporate much more road friendly characteristics for relaxed (!) everyday riding. The UK versions were restricted to 125 bhp but this was soon found to be extremely easy to bypass by cutting back the rubbers and created a true monster of a power plant developing some 145bhp (claimed) and 133bhp (real) and max torque figures of 10.9kg at 5,500rpm (claimed) and 9.77kg at 8,250rpm.

The bike isn't particularly light by today's standards but a power to weight ratio of 1.45kg/hp is still a very good benchmark for other sports machines to follow. It is the fact that the motor remained fundamentally unchanged over its production cycle that is the biggest surprise and a testimony to the fact that Yamaha know how to keep a good thing going. Early models suffered from a tendency for the EXUP valve to seize, this can have very nasty side effects for the engine, but this was overcome in a short space of time.

Other early glitches included potential failure of the bearing behind the gearbox sprocket. This was thought by engineers to be caused by running a worn or over-tight drive – as this required a full engine strip to get the problem sorted it was a priority that it was beefed up. It is, after all, very easy to overtighten a chain – it shouldn't be an oversight that costs vast amounts of time and/or money. Later models did not show the same tendencies – so Yamaha must have acted (but I can find no information regarding their exact modifications).



The FZR is a four cylinder, highly tuned, very powerful motor. Conventionally aspirated, easily tunable and with fewer electronics to go wrong, this is a great road bike

EXUP FZR's are all over the place and are now selling for some truly bargain prices. Once you've got one, it really is essential that you do something with it. Make it stand out from the crowd and out perform your neighbour who's almost certainly got the same machine. Well, that's as easy to do as ABC. Almost every supplier I've come across in the last five years has got a mod, gadget or gizmo for the FZR1000 to make it faster, stop quicker, corner more sharply and look even more purposeful.

Because of the profusion of mods it really is very hard to know where to start and less experienced riders may well be fooled into expensive, ultimately futile purchases.

Beginning at the front, the early FZR's did not sport Ohlin shocks (after 1994 they were granted the right by Yamaha), fix that immediately. Handling becomes sharper, potholes become less of a threat, and turn in is a more comforting experience. Although they aren't cheap, you get what you pay for, solid, well-engineered technology, they look better, too than, the stock examples.

The engine can be tuned in so many ways, try a TTS (Silverstone) Big bore kit. TTS supply a range of very high quality mods, I particularly like the sound of their Billet Clutch Basket conversions to cure the horrible clutch problems that can occur. Ignition advance systems are ten a penny and all will offer a reasonable return for your money.

Seat position

As you and your bike age, gracefully, together, and the back begins to feel the strain, the haemorrhoids scream and the wind blasted look is ingrained into the face, think carefully about changing the fairing, seat and pedal positions, and handlebars too, for a more natural posture with near similar performance. It might look like some sort of evil experiment by Dr Mengles but it could save you some serious osteopath bills in later life. Alternatively, sell up, leave the race pose for the young and buy a Triumph Sprint.

So when you've turned your already wicked machine into the very devil of performance, or emasculated into a sports tourer, what do you do then?. Frankly – I think the paintwork challenge is always one of the hardest, luckily there are a number of bloody good paintshops out there, and it isn't as expensive as you imagine. Give it a try, FZR1000 EXUPs are numerous – stand out from the crowd.



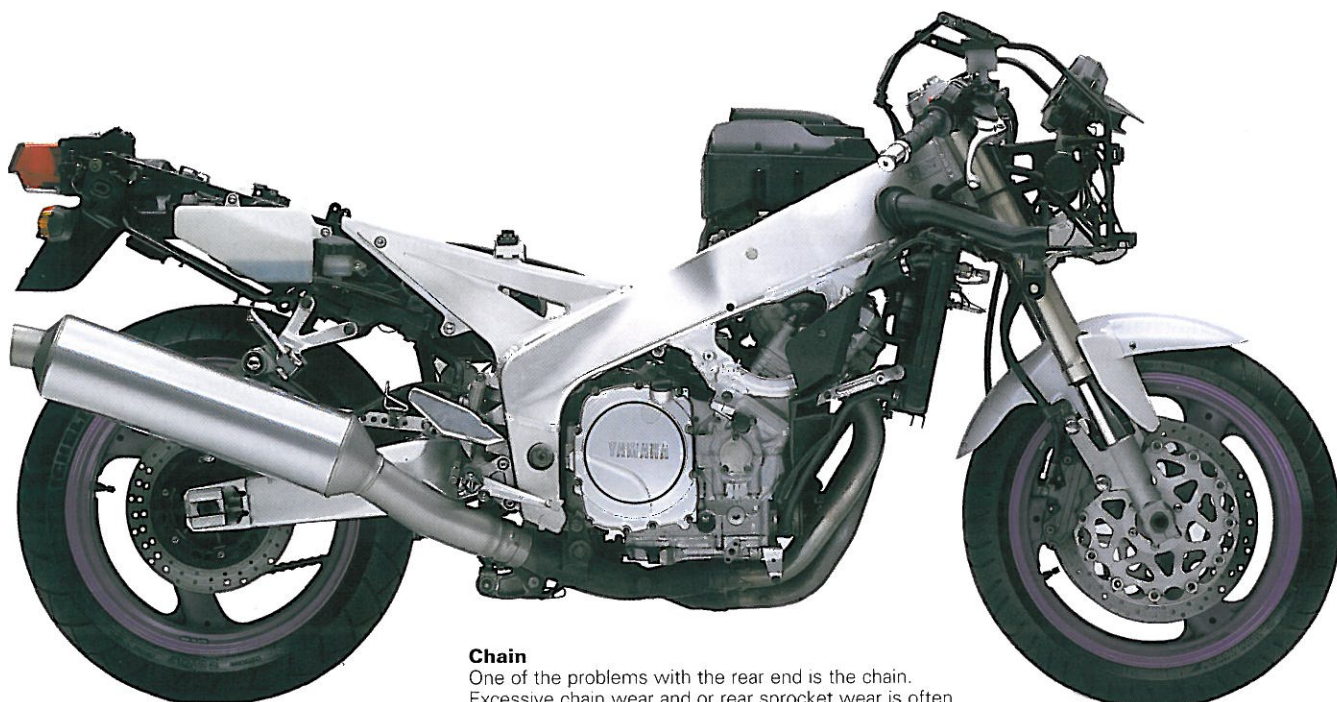
COSMETIC, ENGINE & CHASSIS MODIFICATIONS

Brakes

Brakes are pretty good as standard, the two semi-floating 310mm discs with four uneven

Carburettors

The carbs themselves need balancing occasionally, maybe twice a year for



Chain

One of the problems with the rear end is the chain. Excessive chain wear and or rear sprocket wear is often the cause of some nasty business at the gearbox end. Make sure you fit a top quality chain and check it regularly for tension – it's worth a few extra quid