

FZR1000

YAMAHA



Yamaha FZR1000 — One machine that you really can judge by its appearance

Few motorcycles can claim to have won as much praise from the press and public as the Yamaha FZR1000.

In a class of its own, the second-generation Genesis represents Yamaha's innovative engine and chassis technology at its very best.

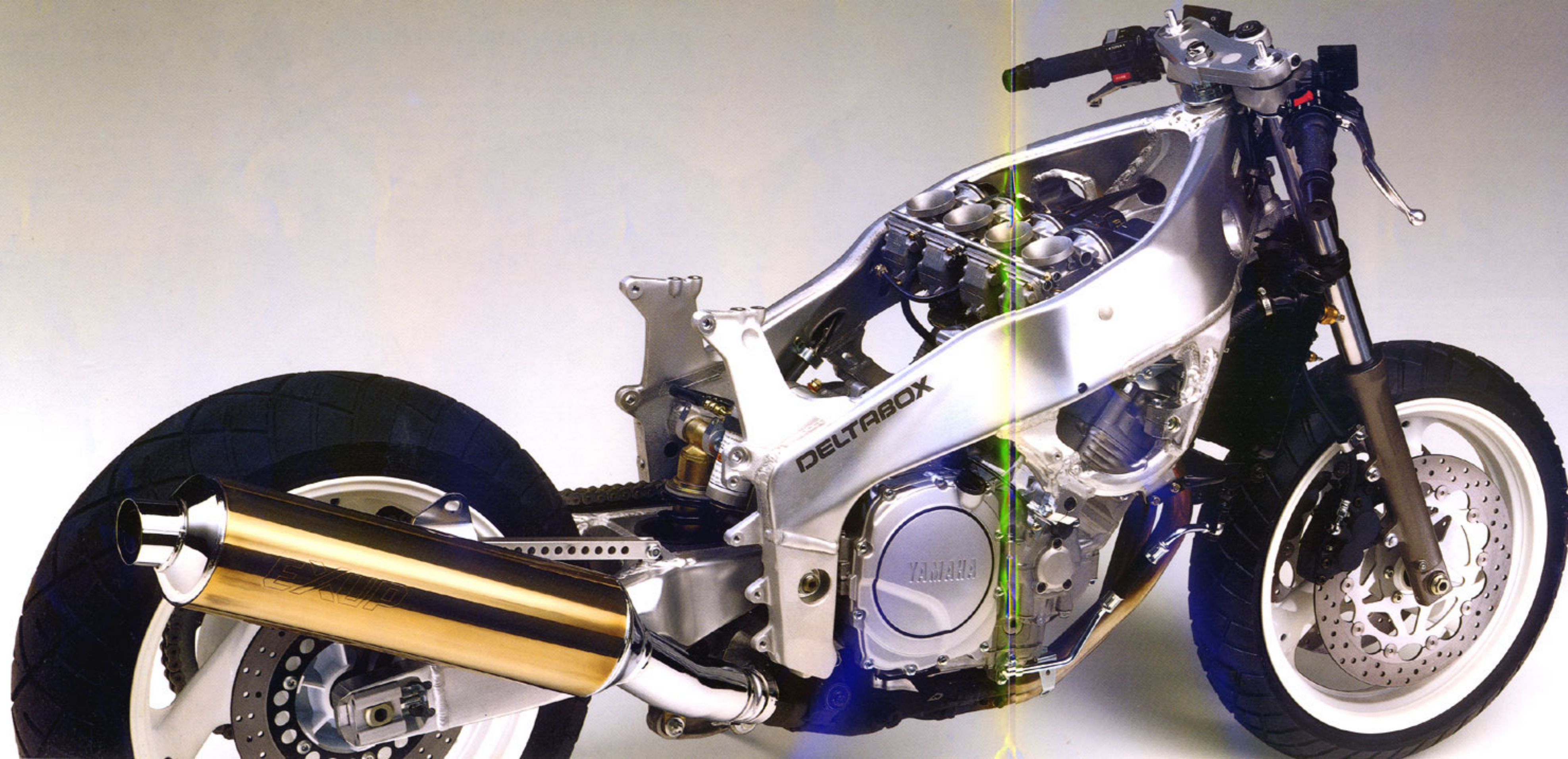
At the heart of this two-wheeled masterpiece is a 1,003 cc liquid-cooled, 20-valve four cylinder engine. With its unique five-valve heads and revolutionary EXUP

exhaust power valve, the FZR's motor produces phenomenal low-down torque as well as outstanding top-end power.

Developed from Yamaha's Grand Prix-winning YZR racers, the aluminium Deltabox frame and swinging arm combine extremely low weight with immense rigidity, giving a machine that handles more like a middleweight than a one-litre superbike.

And yes, it really is as good as it looks!





Impossible is a word our engineers just don't understand

Genesis is more than just a brand name for our FZR machinery. (Or . . . the decal on the FZR's beautifully styled bodywork.) It is a whole new way of thinking in motorcycle development. A philosophy pioneered by Yamaha which takes a complete overview of the whole machine right from day one of the design process.

In this way, chassis and motor programmes run hand in hand, with all of our engineers working together in unison to produce a motorcycle as near to perfection as is humanly possible.

By adopting this approach, Yamaha is able to develop a machine that performs like no other in its class. A pure sports motorcycle with levels of power output, acceleration, handling, braking and roadholding that would have been considered unattainable in a production road machine just a few years ago.

That's what we mean when we say the genius of Genesis. And that's why the Yamaha FZR1000 is truly regarded as being the machine by which all other large-capacity super sports machines are judged.

Yamaha FZR1000. Incredible but true!

It may be lonely at the top, but we aim to stay there!

Since the introduction of the first FZR1000, Yamaha's top of the range superbike has rightly been regarded as the outright class leader.

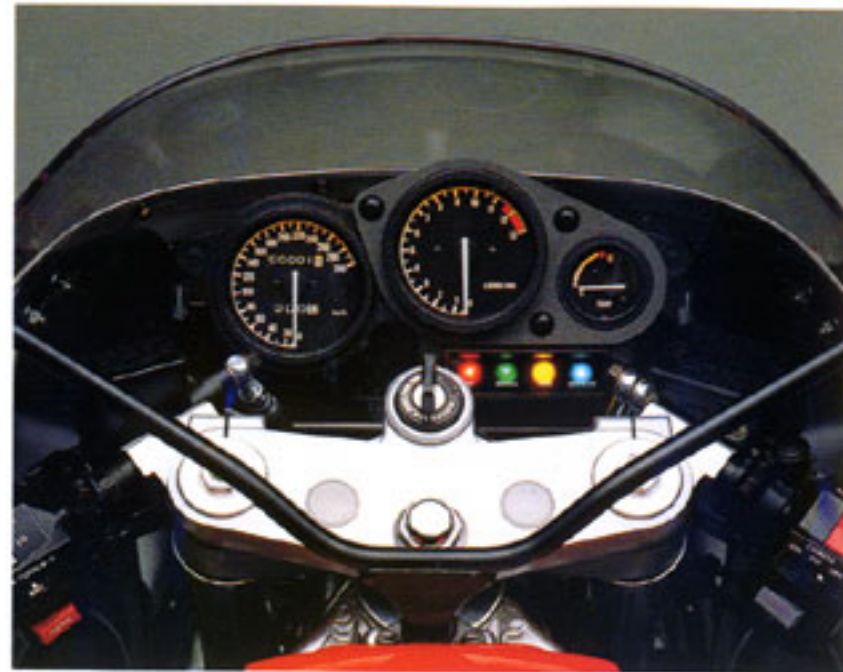
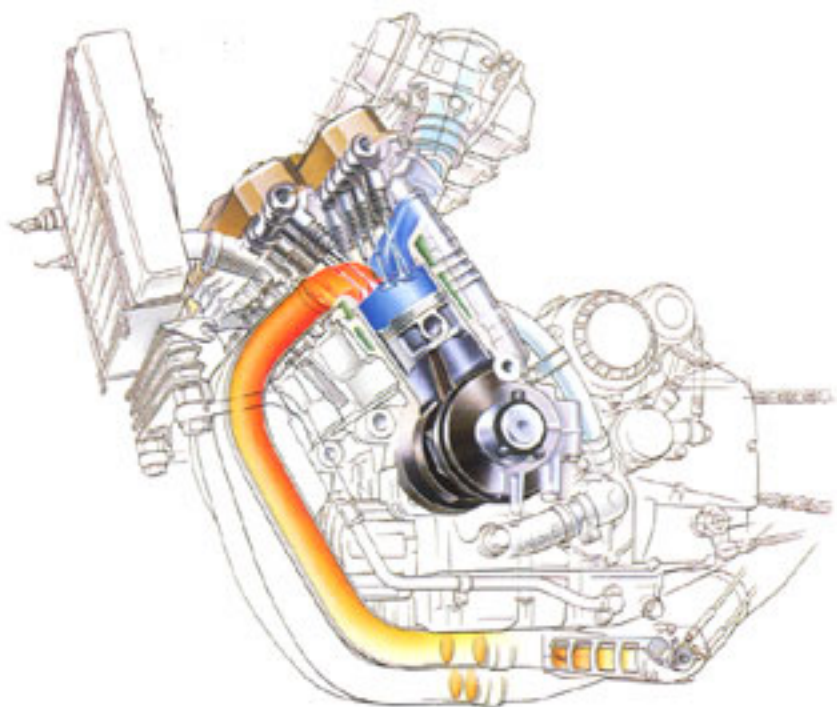
The 1990 FZR is no exception!

With innovative five-valve heads and Yamaha's revolutionary EXUP exhaust system, the FZR's 1,003 cc powerplant produces gutsy low-down torque as well as record-breaking top-end performance!

A direct spin-off from our Grand Prix racing programme, the lightweight alloy Deltabox frame and swinging arm match the engine's characteristics perfectly, offering low-speed manoeuvrability, confidence-inspiring cornering and high-speed stability.

Check out the FZR's specification against any other machine in its class, and you'll see why this machine is regarded as being at the pinnacle of motorcycle design.

Ride one and you'll never look back!



Instrument panel

Fairing-mounted instrument panel houses the tachometer, speedometer and water temperature gauge. Easy-read dials and warning lights provide instant information at a glance, allowing the rider to concentrate fully on the road ahead.



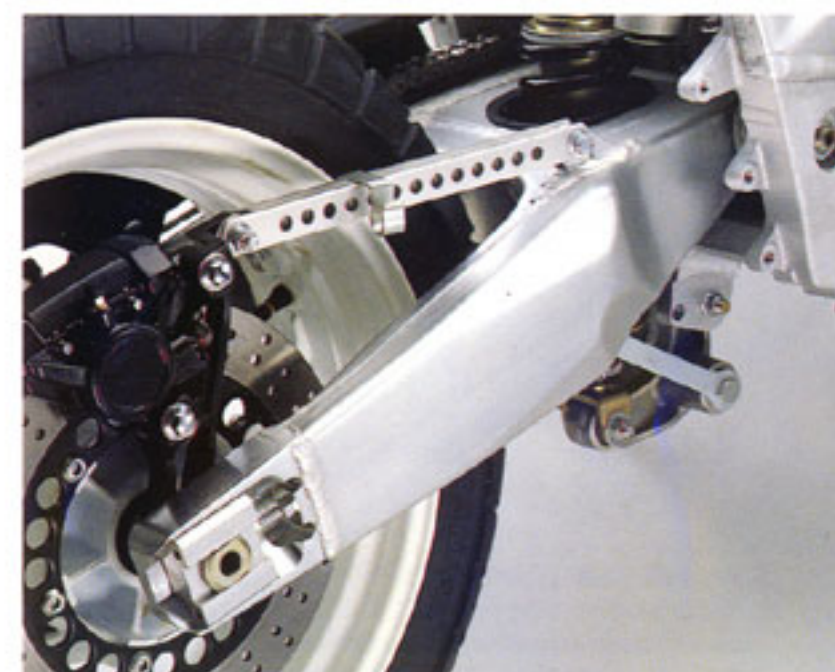
Fairing/FAI

Super aerodynamic fairing incorporates flush-fitting headlights for reduced drag. Twin FAI (Fresh Air Intake) scoops funnel cool, dense air directly into the airbox and carburetors for optimum engine performance throughout the whole speed range.



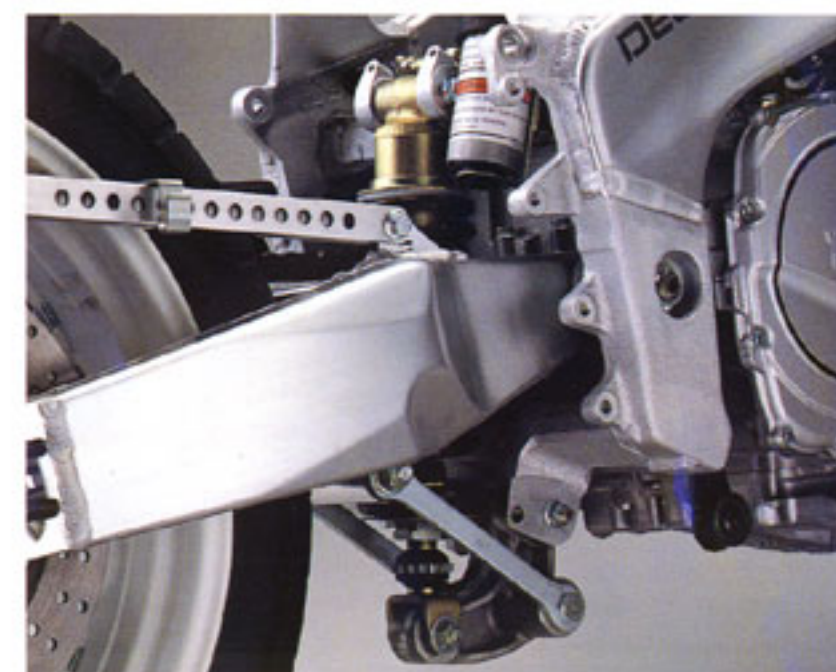
Front brake

Braking power up front is supplied by opposed, different sized four-piston calipers working on twin 320 mm floating discs. Together with another disc at the rear, this is one of the most powerful set-ups available on two wheels.



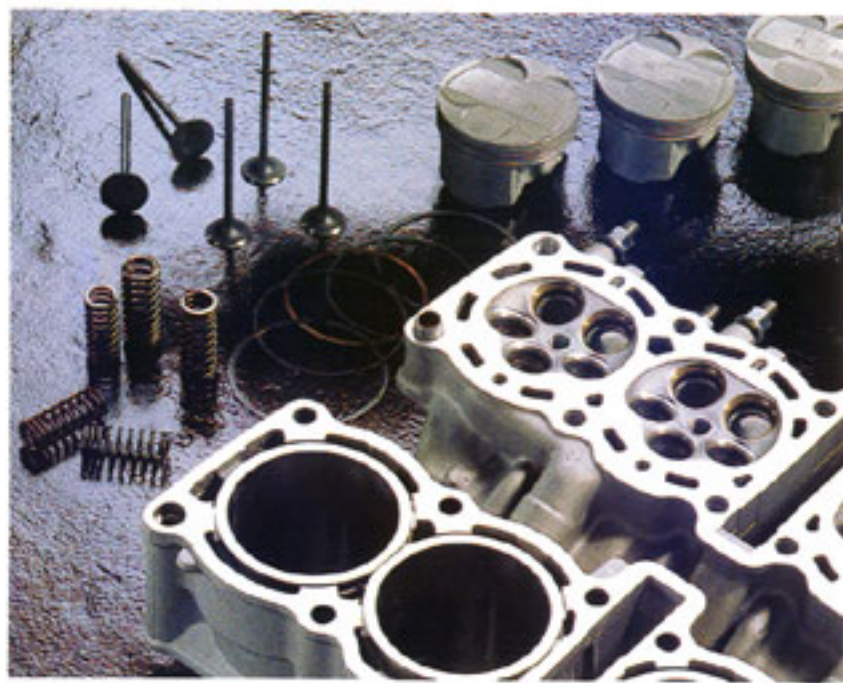
Deltabox swinging arm

Constructed in aluminium, the Deltabox swinging arm is triangulated for maximum rigidity and light weight. It reduces the machine's unsprung weight and improves rear-wheel roadholding.



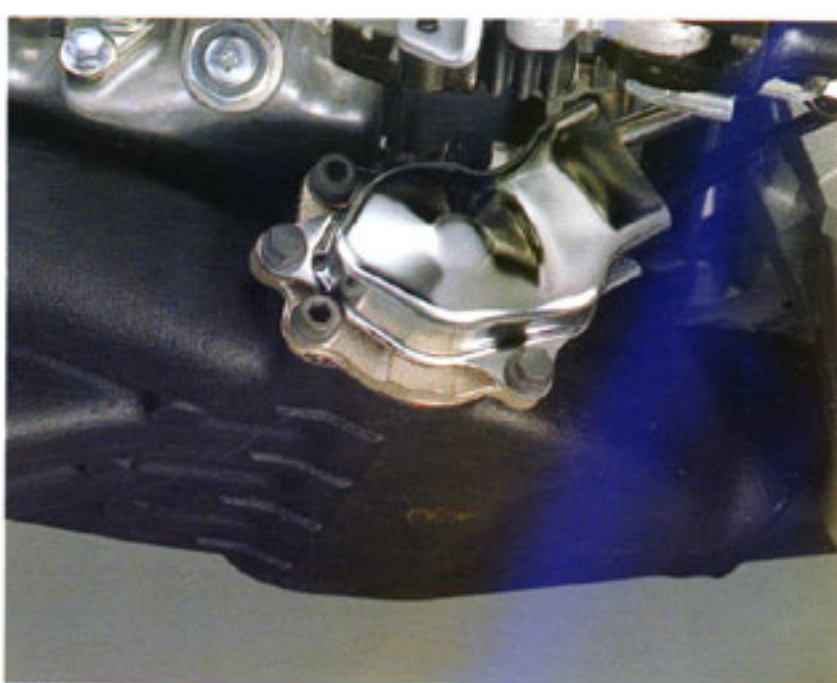
Rear suspension

Adjustable for spring pre-load and compression damping, the Monocross gas/oil rear shock gives a full 130 mm of rear wheel travel. Light alloy Deltabox swinging arm features triangulated design for superior rigidity.



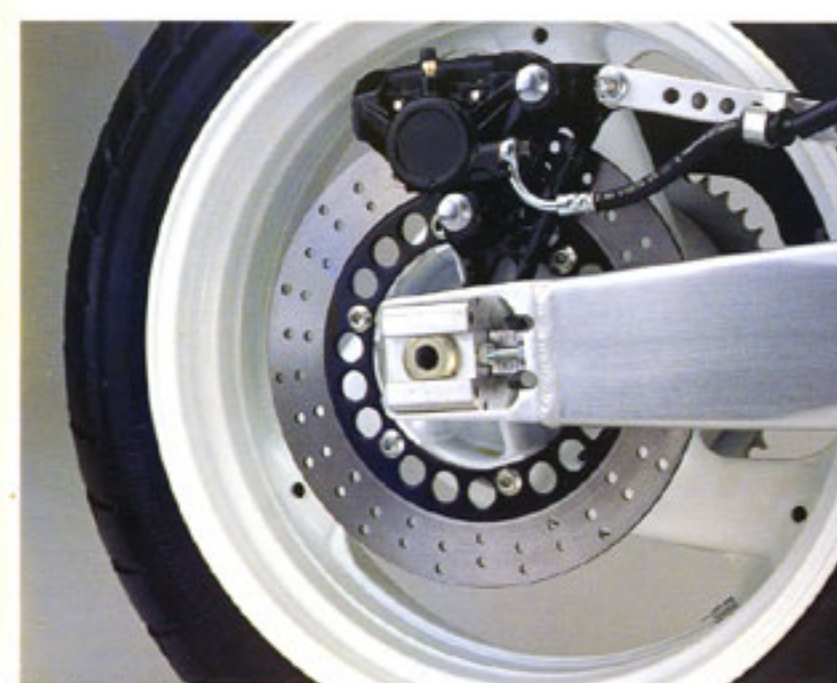
Five-valve heads

Unique in the motorcycle world, the FZR's three inlet and two exhaust valves per cylinder improve gas flow into and out of the combustion chambers to give better all-round performance. The result is a free revving yet torquey motor with unsurpassed top end.



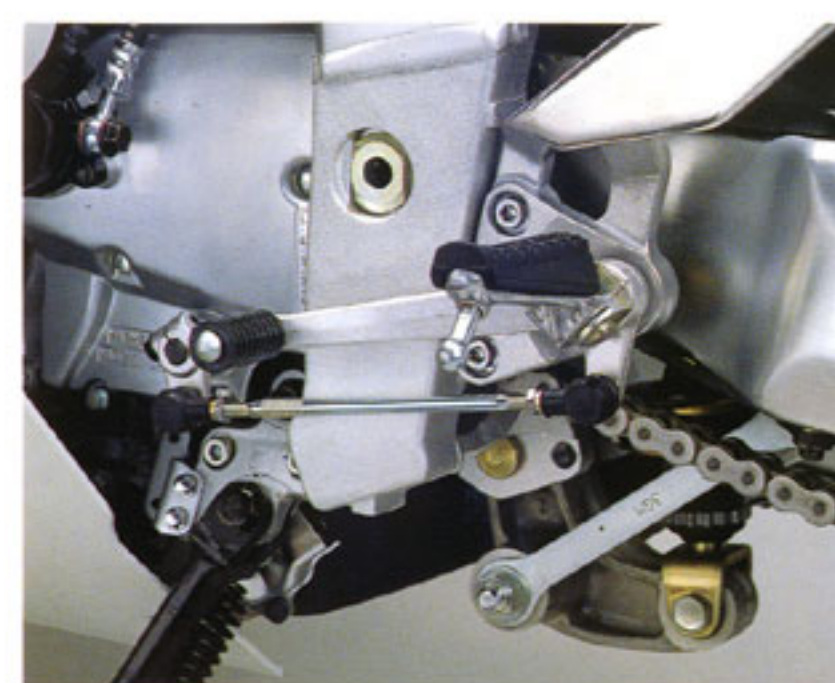
EXUP

Driven by a microprocessor-controlled servo-motor, Yamaha's revolutionary EXUP (Exhaust Ultimate Power Valve) system controls gas pressure waves in the exhaust system, significantly boosting low- to mid-range torque.



Rear brake/chain pullers

A 267 mm drilled disc and a twin pot caliper at the rear provide added stopping power and solid 'feel'. The YZF-style drive chain pullers offer quick chain tensioning with accurate positioning of the rear axle.



Gearbox

Counter-tapered engagement dogs give the FZR one of the smoothest shifting gearboxes in its class. Five carefully chosen ratios from 2.571 up to 1.037 enable the rider to make the most of the potent 1003 cc motor.



Seat/tail cowl

Contoured, deeply padded seat offers freedom of movement and excellent comfort. With its 765 mm height, the seat allows most riders, of all sizes, to put both feet firmly on the ground. The stylish tail cowl can easily be removed for carrying a passenger or luggage.



Always wear a helmet, eye protection and protective clothing. Yamaha encourages you to ride safely and respect fellow riders and the environment. Specifications and appearance of Yamaha motorcycles 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 1,003 cc
Bore & stroke 75.5 × 56.0 mm
Compression ratio 12.0 : 1
Max. power (DIN) 125.0 PS
(92.0 kW) @ 10,000 rpm
Max. torque (DIN) 10.0 kg-m
(98.2 Nm) @ 8,500 rpm
Lubrication Wet sump
Carburation Mikuni BDST38 × 4
Ignition Transistor controlled
(digital)

Starter system Electric
Fuel tank capacity 19.0 l
Oil capacity 3.5 l
Transmission 5-speed
Final transmission Chain

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Overall length 2,200 mm
Overall width 730 mm
Overall height 1,160 mm
Seat height 765 mm
Wheelbase 1,460 mm
Min. ground clearance 135 mm
Dry weight 209 kg
Front suspension Telescopic forks
Rear suspension Swinging arm
(Monocross)
Front brake Dual 320 mm \varnothing discs
Rear brake Single 267 mm \varnothing disc
Front tyre 130/60VR17-V280
Rear tyre 170/60VR17-V280