

If this page were
a racetrack, this bike
would tear it up.





Even before we built it, we knew we wouldn't sell more than 200 of them.

Allow us to explain.

This year, in keeping with our philosophy of building the most technologically advanced racing machines around, we made a very unusual request of our engineers.

We asked them to beat themselves.

Or, to put it another way, work extremely hard to build a better motorcycle than they had ever built before. A motorcycle more powerful and easier to handle than any in its class.

And so they did.

The result is the FZR750R.

A bike so advanced and so extraordinary, only the most advanced and extraordinary

riders will be able to ride one.

Which is why we're making only 1,000 of them available worldwide. And why only 200 will find their way to American pavement.

What exactly makes the FZR750R different from other motorcycles?

For starters, there's its remarkable Genesis engine.

The first thing you'll notice about this liquid-cooled DOHC engine, is that it doesn't look

like your typical four-cylinder, in-line engine.

Instead of placing those four cylinders vertically, we slanted ours at 45°. Which allows special downdraft carburetors to speed the mixture into the engine.

Result: better volumetric efficiency.

Translation: huge amounts of horsepower.

In addition, the Genesis intake ports are nearly straight, so the mixture doesn't make any horsepower-robbing detours along the way.

Slanting the cylinders also lowers the bike's center of gravity, giving it better weight distribution.

As for performance, the Genesis engine will literally take your breath away. Due, in no small part, to the way the engine itself breathes.

Instead of using a four-valve cylinder head, we've taken a different approach. Five valves—three intake and two exhaust.

This arrangement, combined with a bi-convex combustion chamber, delivers optimum fuel combustion.

Resulting in even more horsepower.

The valves are extremely light as well, so the engine can rev in the neighborhood of 11,800 rpm. Which is a pretty fast neighborhood.

And even though it develops more horsepower and torque than a comparable four-valve design, the Genesis engine actually rides smoother and

uses less fuel.

This, topped off with a digital ignition and a close ratio six-speed transmission, makes for one impressive power plant.

And for you racing fanatics out there, we're making kits available that'll let you bring the FZR750R up to Superbike racing snuff. As in, 25% more horsepower.

(If you're skeptical about whether the bike's frame can take what 25% more horse-

power has to dish out, don't be. The frame is like nothing you've seen. More on it later.)

Why, you may ask, are we waxing eloquent about a motorcycle that you'll probably never buy?

Because we do want you to buy the thinking that went into it.

The very same thinking that shows up in the production motorcycles on the following page.

THE FZR750R.

Engine Type: 4-Stroke, DOHC, 5-Valve, Liquid Cooled, Four
 Displacement: 749cc
 Bore and Stroke: 68.0 x 51.6mm
 Compression Ratio: 11.2:1
 Maximum Torque: 56.4ft-lbs (7.8kg-m) @ 8,250rpm
 Carburetion: Four Mikuni BDS34
 Ignition: Digital Controlled
 Starting: Electric
 Lubrication: Wet Sump
 Oil Capacity: 3.9qts (3.7l)
 Transmission: 6-Speed (Close Ratio)
 Chassis Overall Length: 83.9" (2,130mm)
 Overall Width: 28.7" (730mm)
 Overall Height: 47.8" (1,215mm)
 Wheelbase: 57.9" (1,470mm)
 Ground Clearance: 5.5" (140mm)
 Seat Height: 30.5" (775mm)
 Dry Weight: 448 lbs (203kg)
 Fuel Tank Capacity: 5.28 gals (20.0l)
 Front Suspension: Telescopic Fork with Adjustable Damping and Spring Pre-load
 Rear Suspension: Swingarm with Monocross
 Front Brake: Dual Floating, Drilled Discs
 Rear Brake: Single Disc
 Front Tire: 120/70-VR17 Radial
 Rear Tire: 160/60-VR18 Radial
 Coloring: Silky White/Fine Red



The Genesis engine's 45° cylinder angle makes room for special downdraft CV carburetors and gives the mixture a straighter, more efficient path into the cylinders.



World Champion Eddie Lawson pictured with the bike he rode to win Daytona. Eddie won't be riding it anymore because he's got a better bike now. The one we're talking about here.

Meanwhile, back
at the racetrack...



The Yamaha FZR1000 vs. The Yamaha FZ700.

As we've explained, we're only making 200 of the extraordinary FZR750R's you've just seen.

Which means your chances of getting ahold of one are a lot like your chances of beating one: slim.

Enter the awesome motorcycles you see on the right. The powerful FZR1000 and the nimble FZ700.

Like the FZR750R, you'll find them on racetracks all over the world. Usually out in front.

But unlike the FZR750R,

you'll also find them on streets all over the country. And, conveniently for you, in Yamaha dealerships around your town.

The FZR1000 is for riders

THE FZ700.

Engine Type: 4-Stroke, DOHC, 5-Valve, Liquid Cooled, Four
Displacement: 697cc
Bore and Stroke: 68 x 48mm
Compression Ratio: 11.2:1
Maximum Torque: 52.1 ft-lbs (7.2 kg-m) @ 8,500rpm
Carburetion: Four Mikuni BDS34
Ignition: Digital Controlled
Starting: Electric
Lubrication: Wet Sump
Oil Capacity: 3.7 qts (3.5l)
Transmission: 6-Speed
Chassis Overall Length: 85.6" (2,175mm)
Overall Width: 29.7" (755mm)
Overall Height: 47.2" (1,200mm)
Wheelbase: 58.9" (1,495mm)
Ground Clearance: 5.7" (145mm)
Seat Height: 31.5" (800mm)
Dry Weight: 452 lbs (205kg)
Fuel Tank Capacity: 5.55 gals (21.0l)
Front Suspension: Telescopic Fork
Rear Suspension: Swingarm with Monocross
Front Brake: Dual Discs
Rear Brake: Single Disc
Front Tire: 120/80-V16
Rear Tire: 130/80-V18
Coloring: Silky White/Fine Red, Silky White/Blue

THE FZR1000.

Engine Type: 4-Stroke, DOHC, 5-Valve, Liquid Cooled, Four
Displacement: 989cc
Bore and Stroke: 75 x 56mm
Compression Ratio: 11.2:1
Maximum Torque: 73.8 ft-lbs (10.2 kg-m) @ 8,500rpm
Carburetion: Four Mikuni BDS37
Ignition: Transistor Controlled
Starting: Electric
Lubrication: Wet Sump
Oil Capacity: 3.7 qts (3.5l)
Transmission: 5-Speed
Chassis Overall Length: 83.9" (2,130mm)
Overall Width: 28.7" (730mm)
Overall Height: 47.8" (1,215mm)
Wheelbase: 57.7" (1,465mm)
Ground Clearance: 5.5" (140mm)
Seat Height: 30.5" (775mm)
Dry Weight: 450 lbs (204kg)
Fuel Tank Capacity: 5.28 gals (20.0l)
Front Suspension: Telescopic Fork
Rear Suspension: Swingarm with Monocross
Front Brake: Dual Discs
Rear Brake: Single Disc
Front Tire: 120/70-VR17
Rear Tire: 160/60-VR18
Coloring: Silky White/Fine Red

Specifications subject to change without notice. These bikes are designed for experienced riders only.

who are into incredible power.

It features a larger version of the Genesis engine that's in the FZR750R. An engine so efficient, it delivers, in the understated words of Cycle World, "...enough power to demolish every sportbike in its class."

Of course, the similarities don't stop with the engine.

The FZR1000 shares the same radical Delta-Box frame.

We originally created the Delta-Box for our Grand Prix bikes. Here, we've redesigned it to house the Genesis engine.

And to appreciate the relationship between the two is to appreciate why such a big, powerful bike feels so light and

responds so well.

The new Delta-Box design accommodates the Genesis engine's 45° cylinder angle, which as you already know, lowers the bike's center of gravity. What you don't know is that this rigid frame/engine combination also gives the FZR1000 nearly a 50/50

weight distribution.

Furthermore, it eliminates the midriff bulge you find on most high-performance models. How? By allowing the four carburetors to be tucked up near the steering head instead of under the seat. So you can tuck in more tightly around the bike.

It's also worth noting that the all-aluminum Delta-Box frame is very light. One of the more significant reasons why the entire motorcycle has a dry weight of only 450 pounds.

Terrific, you say. But have we, in our efforts to drop weight, also dropped things like rigidity and strength?

In a word, no.

After six years of racing and exhaustively testing the fatigue properties of aluminum, our engineers have developed a new frame architecture that makes the Delta-Box more rigid than any frame you'd care to mention.

And while it's true there

are other aluminum frames on the market, it's also true these frames utilize designs found in steel frames. Which in no way resemble the Delta-Box. And in no way exploit the unique properties of aluminum.

Finally, the FZR1000 is fitted with radials that virtually eliminate tire squirming in

turns (and — you guessed it — lower the center of gravity even further). It also has floating disc brakes with opposed-piston calipers and semi-metallic pads. And a rising-rate Monoshock suspension with 130mm of travel.

Now, for those of you who lean toward a bike that lets you

lean a little further, you'd be hard pressed to find a better handling machine than the FZ700.

Not only do you get the incredible power of the Genesis engine but, if you're a rider of Eddie Lawson-like abilities, the FZ700 can take a turn at an amazing 51°

That's because it's so

narrow. And that's because it's only 16.3 inches across, in spite of the fact that it has a four-cylinder in-line engine.

At just 452 pounds, the FZ700 is also very light. Without being light on the necessities. It has digital ignition. An 11,500 rpm redline racing tachometer. An O-ring drive

chain with a racing-style tensioner. And a new, Grand Prix styled, frame-mounted full-fairing design.

Now that you're up to speed on the differences between the FZR1000 and the FZ700, there's only one thing left to do. Make tracks down to your Yamaha dealer.



It'll make your weekends a blur.

We know that some of our best riders will never zip themselves into racing leathers.

Unless you count beat-up old bomber jackets.

That's why we created the FJ1200. A bike that's as comfortable on a 1,000 mile road trip as it is exciting on a quarter-mile dash. As reliable going into work as it is exhilarating

going into a curve.

What makes the FJ1200 so versatile is its engine. Capable of putting out awesome amounts of horsepower.

It breathes through 16 valves, operated directly by the camshaft lobes for incredible efficiency and reliability. It's fed by four 36mm carbs. And lubricated by a sophisticated



FJ1200

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system that utilizes a double-trochoid oil pump and a high-performance cooler.

For those of you who don't carry a slide rule or wear a vinyl pen holder in your shirt pocket, that means the FJ1200's engine produces all that horsepower, without giving up low and mid-range punch.

It's also the narrowest, lightest and most compact powerplant in its class. So it can accommodate the lean angle of your choice, up to and including the very popular 52°.

The fairing and undercowl design reduces frontal area drag—while keeping wind and bugs off your frontal area. Even the rear view mirrors

are integrated into the fairing, which trims drag by 8% and increases visibility.

To our engineers, this aerodynamic design is a work of art. And they've framed it appropriately. We're using a perimeter frame based on our legendary road-racing machinery. The handling is so precise and responsive you'd swear you were sitting on

a one-off factory F-1 racer.

Up front, we've installed a pair of massive 41mm forks, adjustable for both pre-load and damping, that provide taut, flex-free performance.

And in the rear, our justly famous Monoshock suspension system holds the rubber

firmly to the asphalt. Remaining supple over small irregularities and automatically stiffening for genuine bumps and potholes.

But what's really reassuring about riding a bike that moves so well is the fact that it stops so well.

Three internally-ventilated hydraulic disc brakes—each with opposed piston calipers and semi-metallic, water-resistant pads—are ready to haul down the FJ1200.

And our anti-dive system reduces nose-dive during hard braking.

We could go on about the FJ1200. About its high speed V-rated, 16-inch tires. About its easy-to-reach electric fuel reserve switch. Or about its instrumentation panel that features a digital clock.

But what would be the point?

By Monday morning, it'll all seem like a blur anyway.

THE FJ1200.

Engine Type: 4-Stroke, DOHC, Four
Displacement: 1,188cc
Bore and Stroke: 77.0 x 63.8mm
Compression Ratio: 9.7:1
Maximum Torque: 75.2ft-lbs (10.4kg-m) @ 7,500rpm
Carburetion: Four Mikuni BS36
Ignition: Transistor Controlled
Starting: Electric
Lubrication: Wet Sump
Oil Capacity: 4.4qts (4.2l)
Transmission: 5-Speed
Chassis Overall Length: 87.8" (2,230mm)
Overall Width: 30.5" (775mm)
Overall Height: 47.2" (1,200mm)
Wheelbase: 58.7" (1,490mm)
Ground Clearance: 5.5" (140mm)
Seat Height: 30.7" (780mm)
Dry Weight: 518 lbs (235kg)
Fuel Tank Capacity: 5.81 gals (22.0l)
Front Suspension: Telescopic Fork
Rear Suspension: Swingarm with Monocross
Front Brake: Dual Discs
Rear Brake: Single Disc
Front Tire: 120/80-V16
Rear Tire: 150/80-V16
Coloring: Silky White/Red



Designed for the typical Sunday driver.

As the preceding pages reveal, it doesn't take an arsenal of space-age gadgetry to make a bike go faster.

Just an abundance of power and an absence of weight.

Final case in point. Our FZ600.

A bike that has spent many a Sunday laying waste to everything in its class.

A bike that set the class record for the quarter-mile dash: 11.78 seconds.

And a bike that Cycle Guide called the best handling

motorcycle on the market.

"Its front end feels as positively planted as a boat anchor stuck in a sand bar, and once set into a corner, you need only to decide exactly where you want to exit, and the FZ goes there," was how the magazine put it.

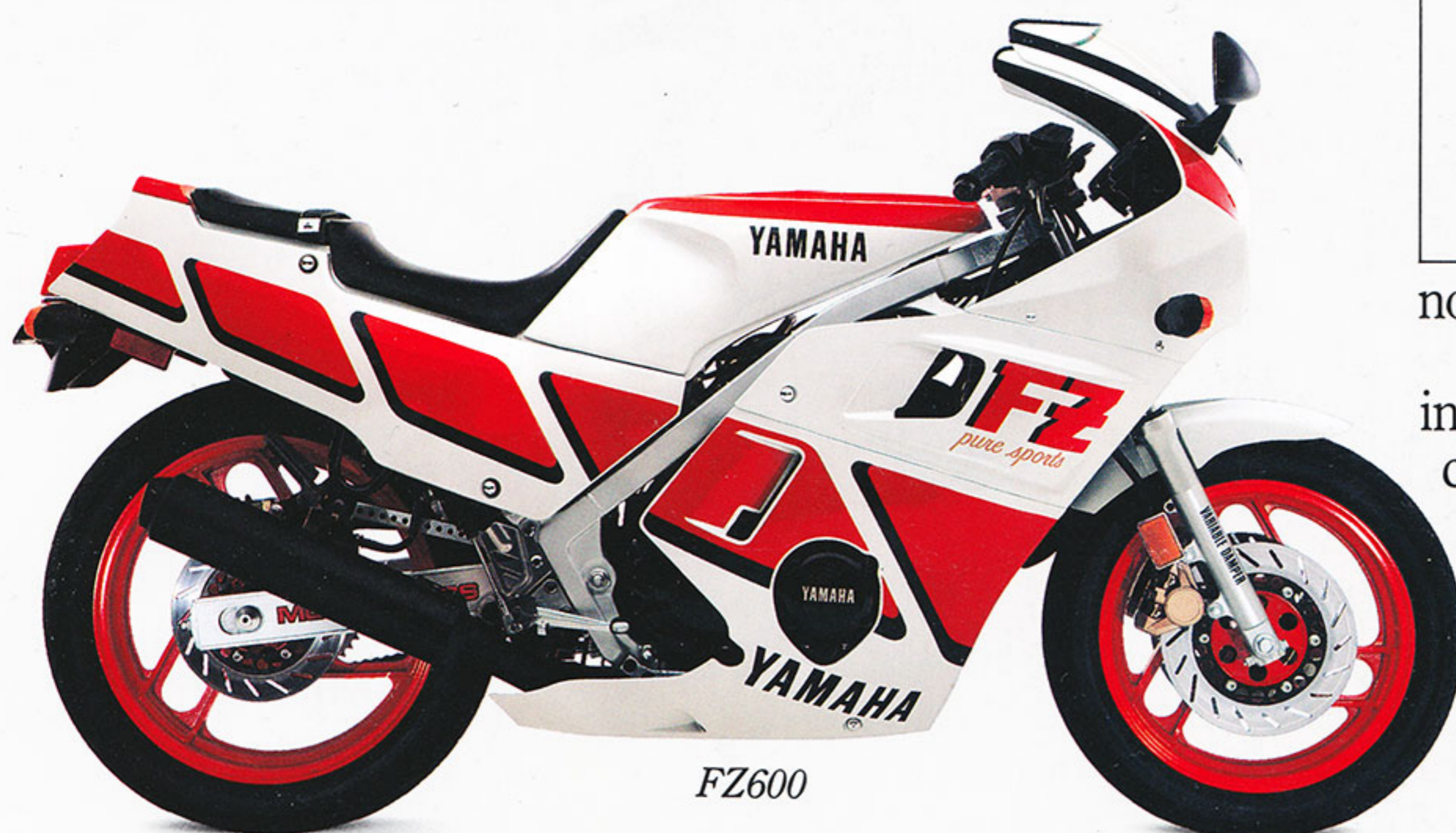
These accomplishments are due largely to the FZ600's exceptional engine. A 599cc horsepower factory. With double overhead cams. Four parallel cylinders. And camshafts that act directly on the

valves for maximum efficiency.

And because the FZ600's engine is extraordinarily light and narrow, you can throw it into lean angles too radical for

THE FZ600.

Engine Type: 4-Stroke, DOHC, Four
Displacement: 599cc
Bore and Stroke: 58.5 x 55.7mm
Compression Ratio: 10.0:1
Maximum Torque: 37.6ft-lbs (5.2kg-m) @ 8,500rpm
Carburetion: Four Mikuni BS30
Ignition: Transistor Controlled
Starting: Electric
Lubrication: Wet Sump
Oil Capacity: 3.2qts (3.0l)
Transmission: 6-Speed
Chassis Overall Length: 80.3" (2,040mm)
Overall Width: 27.2" (690mm)
Overall Height: 45.1" (1,145mm)
Wheelbase: 54.5" (1,385mm)
Ground Clearance: 5.3" (135mm)
Seat Height: 30.9" (785mm)
Dry Weight: 410 lbs (186kg)
Fuel Tank Capacity: 4.23 gals (16.0l)
Front Suspension: Telescopic Fork
Rear Suspension: Swingarm with Monocross
Front Brake: Dual Discs
Rear Brake: Single Disc
Front Tire: 100/90-16 54H
Rear Tire: 120/80-18 62H
Coloring: Silky White/Fine Red



FZ600

not-so-lean machines.

But don't let us talk you into riding an FZ600. Let the competition do it.

They're behind us all the way.

YAMAHA
We make the difference.™

Specifications subject to change without notice. This bike is designed for experienced riders only. A pro rider was used for the photograph. 12-month limited warranty. Warranty terms are limited. See your Yamaha dealer for details. Dress properly for your ride with a helmet, eye protection, long sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course please call 1-800-447-4700. Do not drink and drive. It is illegal and dangerous. Rear view mirror(s) standard equipment. Models sold in California equipped with evaporative emission control device. Limited warranty does not apply to units used for racing.