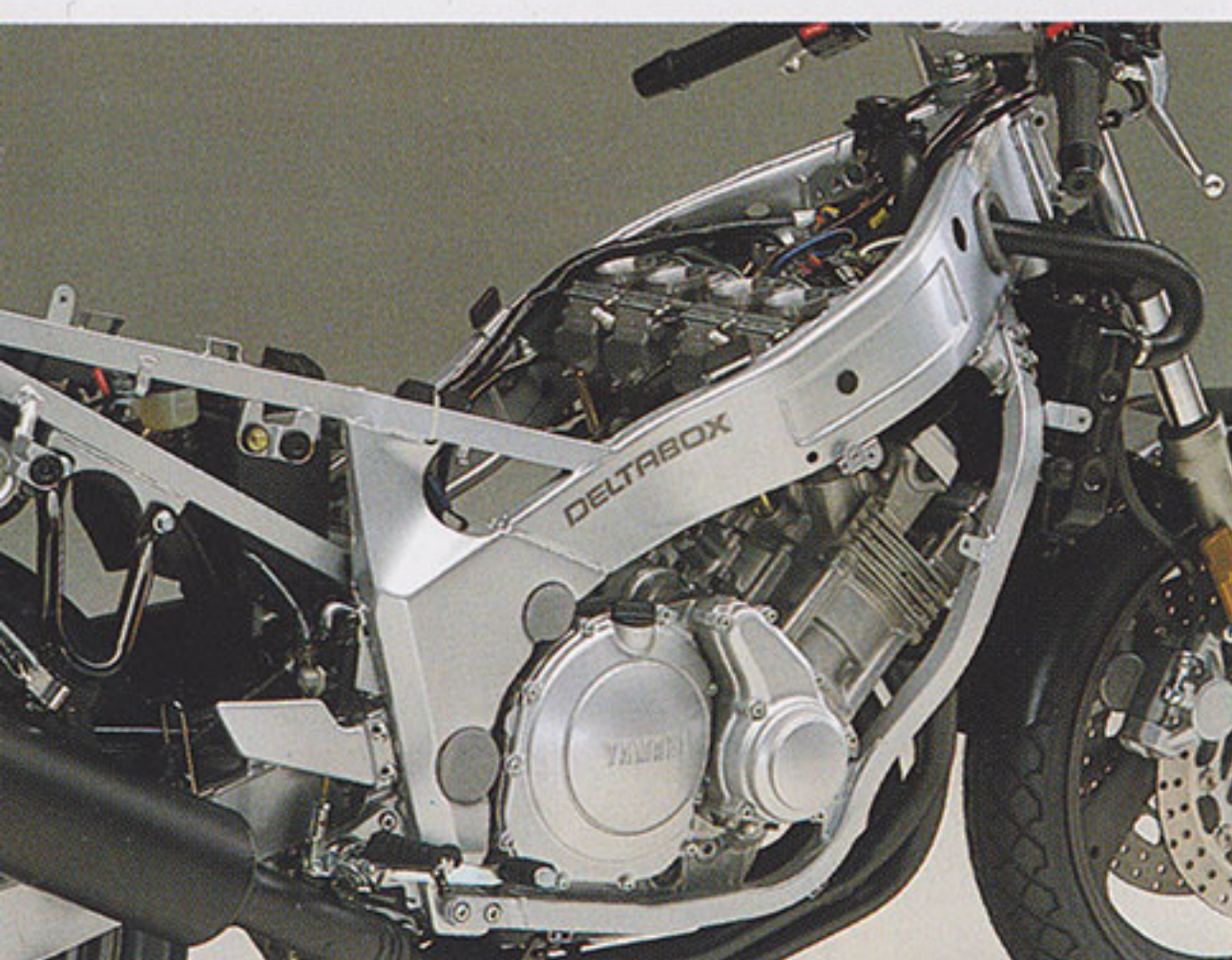
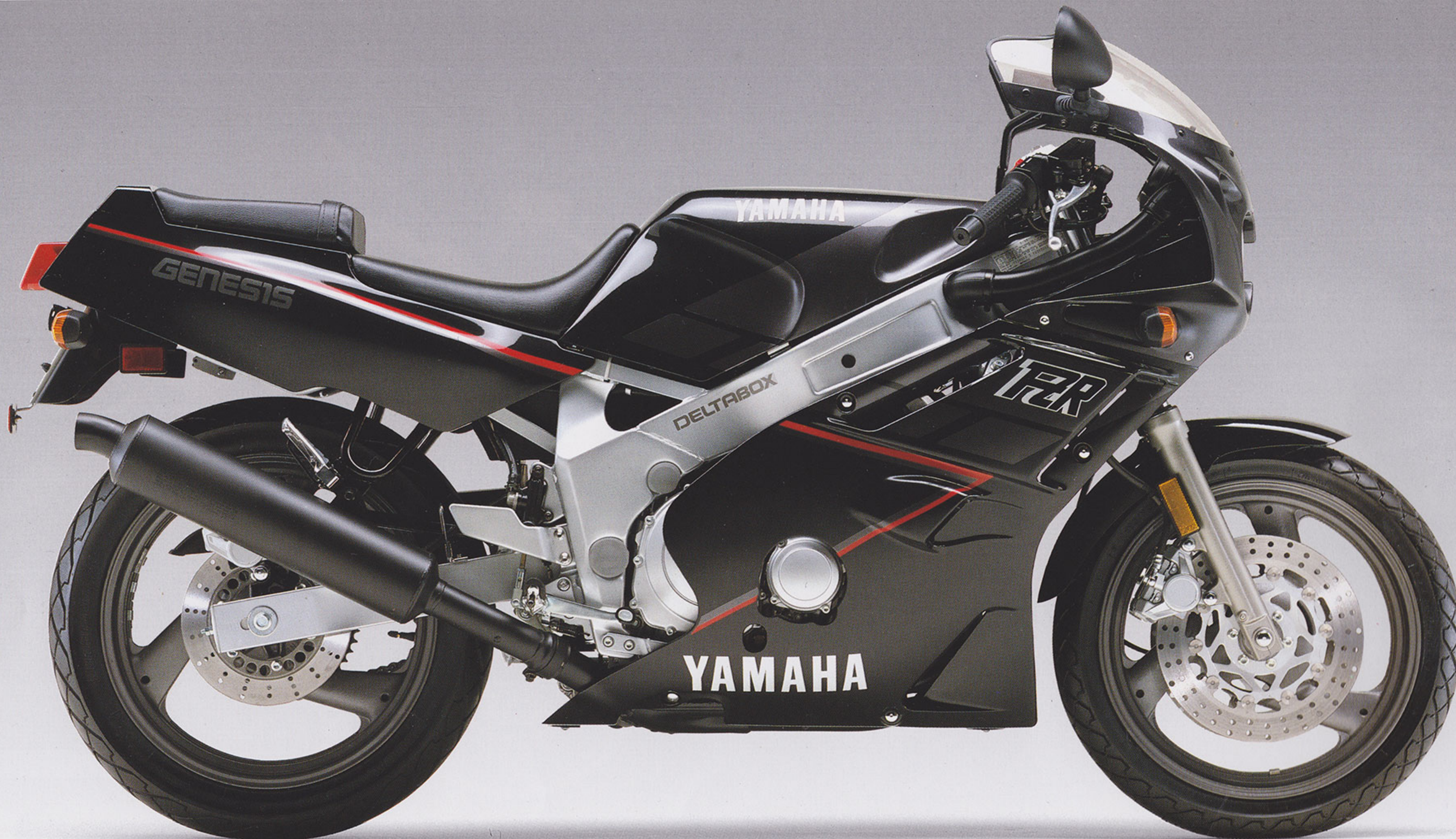


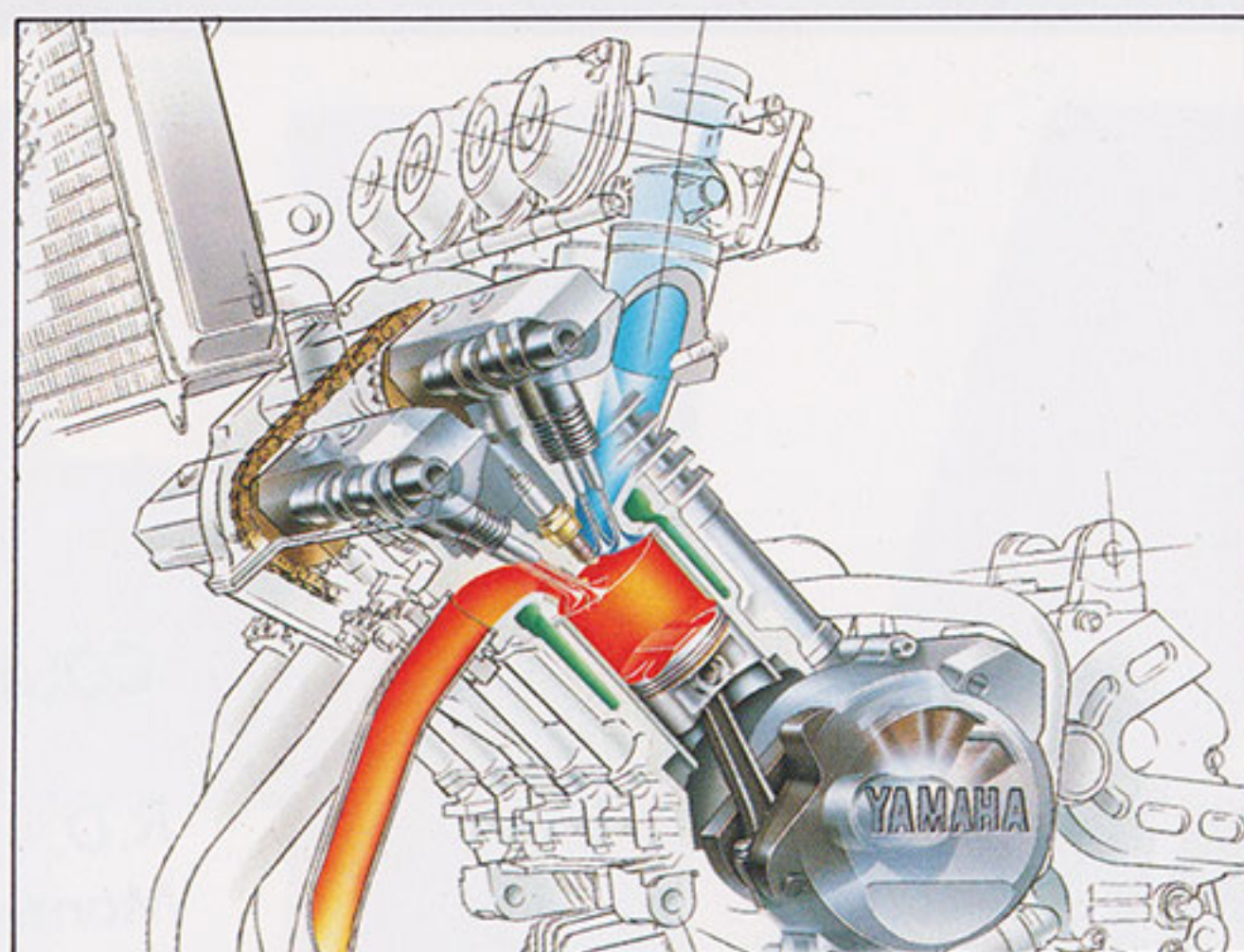
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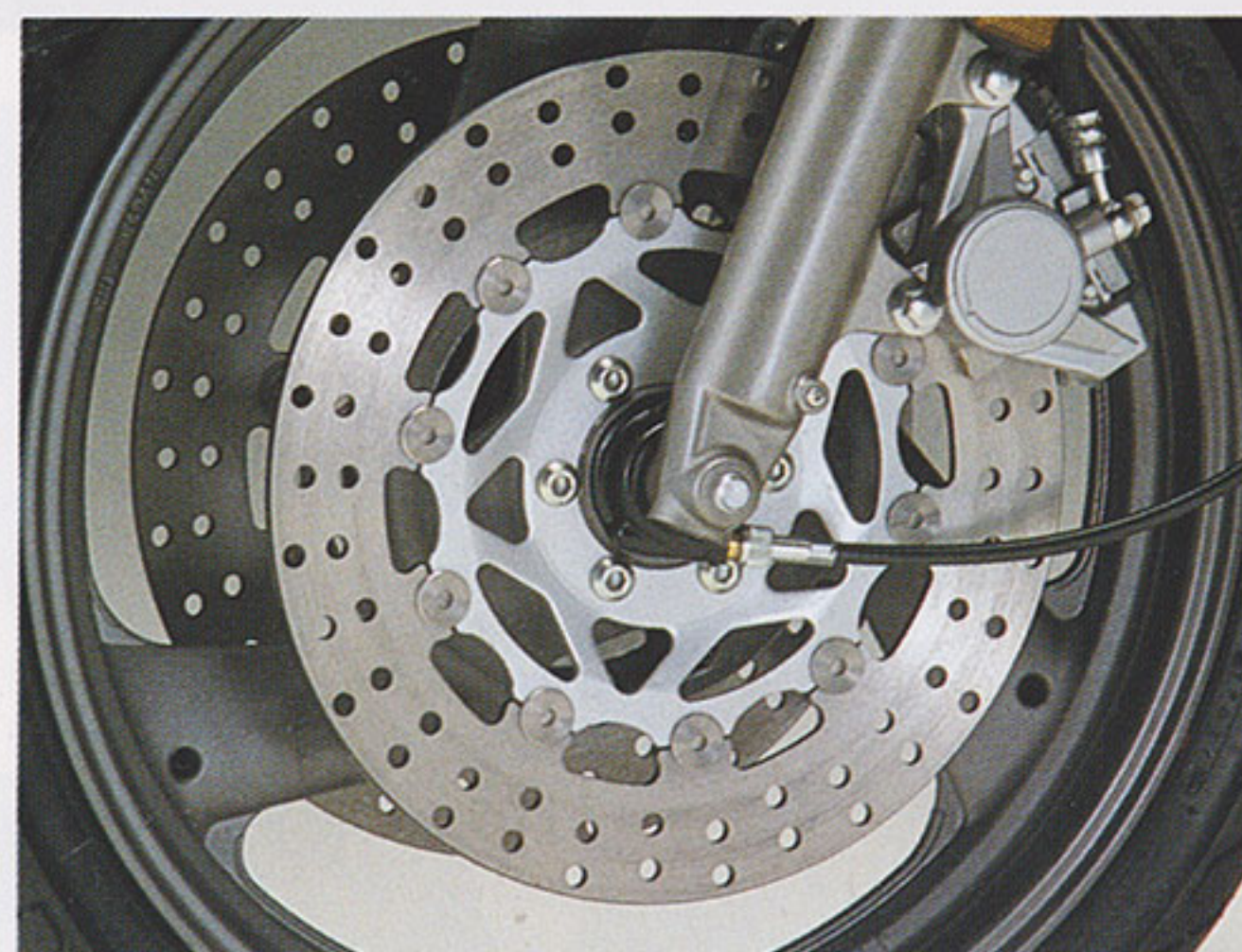
YAMAHA
We make the difference.™



Delta-Box frame has large box-section beams for strength and rigidity.



Liquid-cooled, 45-degree Genesis 4-valve engine with digital ignition.



Massive, drilled dual floating disc brakes.



You can also get matching leathers, gloves and helmets.

The new FZR600: Moving you like no sportbike before.

We've crafted an all-new FZR600 that's unquestionably one of the most sophisticated performance motorcycles on the road. It's a sport bike that incorporates the very latest in two-wheeled technology with a level of style and excitement that only Yamaha can add.

The heart of this excitement is our ingenious Genesis engine design. It's all new for the 600 and it's unique because unlike anything else in the class, the FZR600's four liquid-cooled cylinders are inclined forward 45 degrees. This allows us to use highly efficient flat-slide, downdraft carburetors and, just as importantly, straight, free-flowing ports into the four-valve cylinder heads. Add in light weight pistons cooled with jets of oil, chromemoly

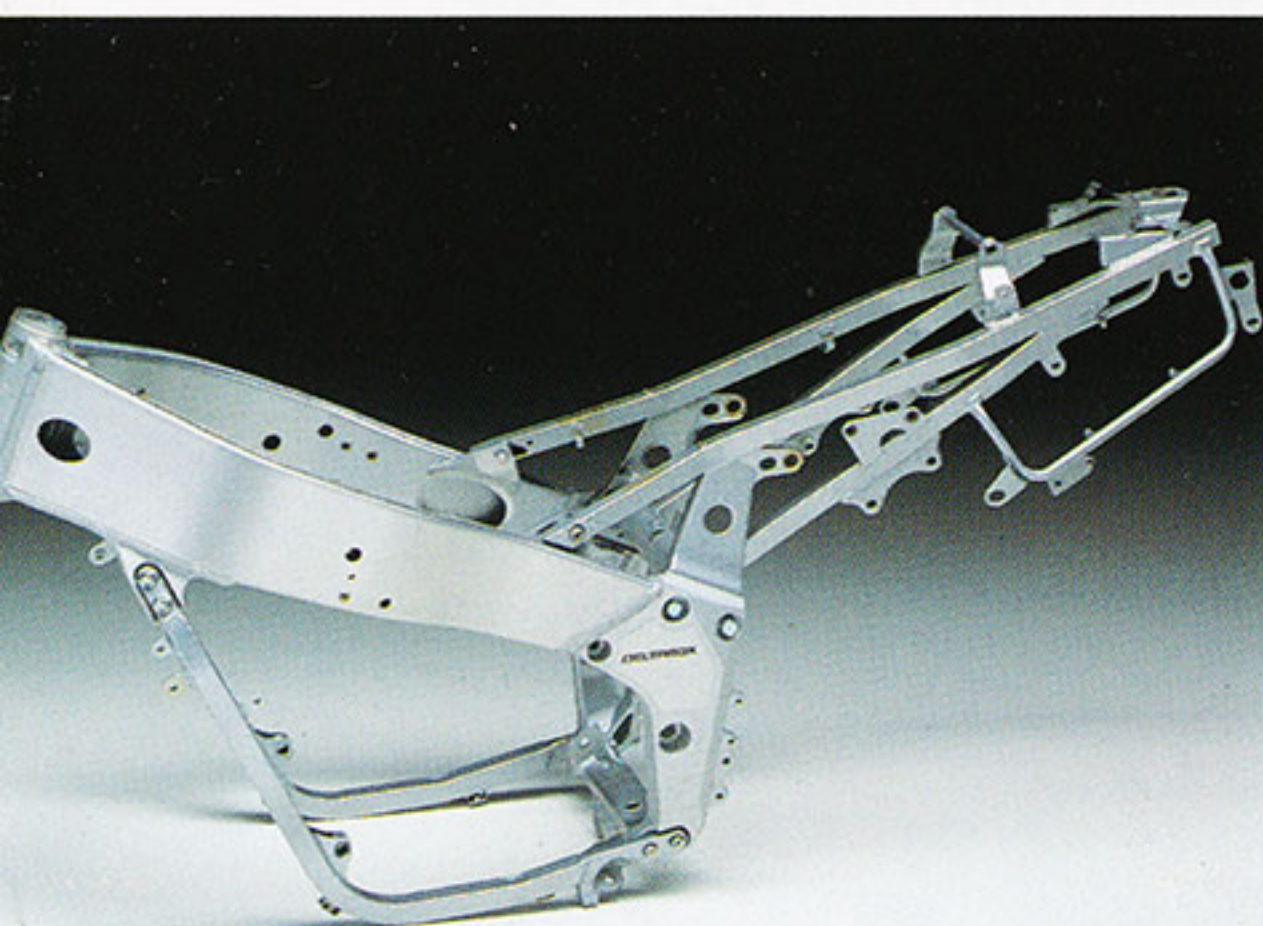
connecting rods and a super-light weight valve train and you've got a high-revving motor that clearly sings.

Our Genesis engine design has another major benefit: Exceptional handling. Yes, by angling the cylinders forward we've given the FZR600 superior weight distribution. We also mounted the gas tank lower to give better weight distribution. And not only does the FZR600 have superb balance, it also has one of the strongest frames in motorcycling: The Deltabox.

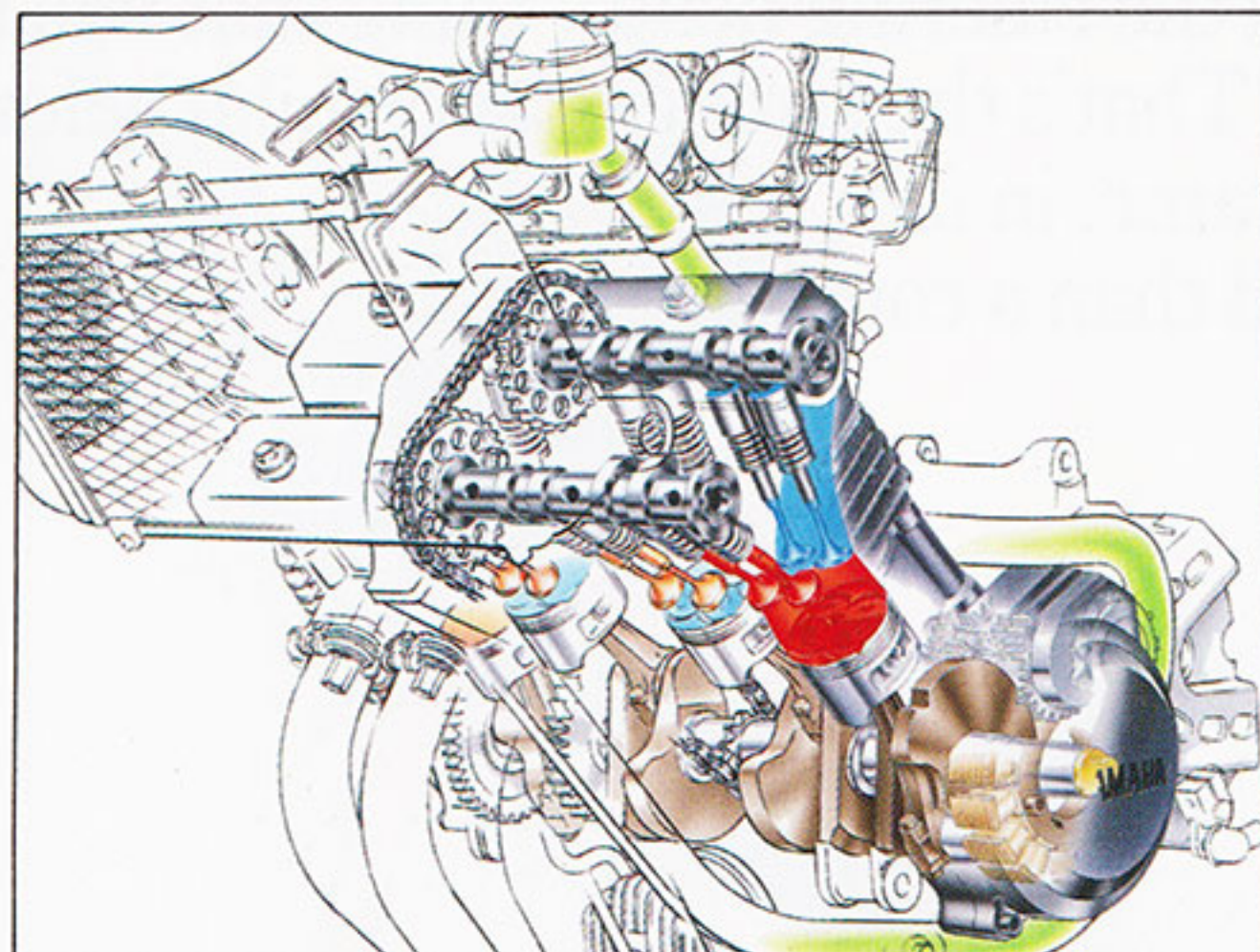
Developed on the world's toughest racetracks, our legendary Deltabox design has massive box-section beams running above the cylinders in a straight line between the steering head and swingarm pivot. That's the strongest way to design a frame, in fact, it's 30 percent more rigid than a comparable tubular frame.

Of course, we didn't stop with the frame. We added our race-proven Monocross rear suspension and rigid 38mm forks. The FZR600 also has racer-like floating disc rotors and opposed-piston calipers along with hollow-cast three-spoke wheels and V240-rated tires.

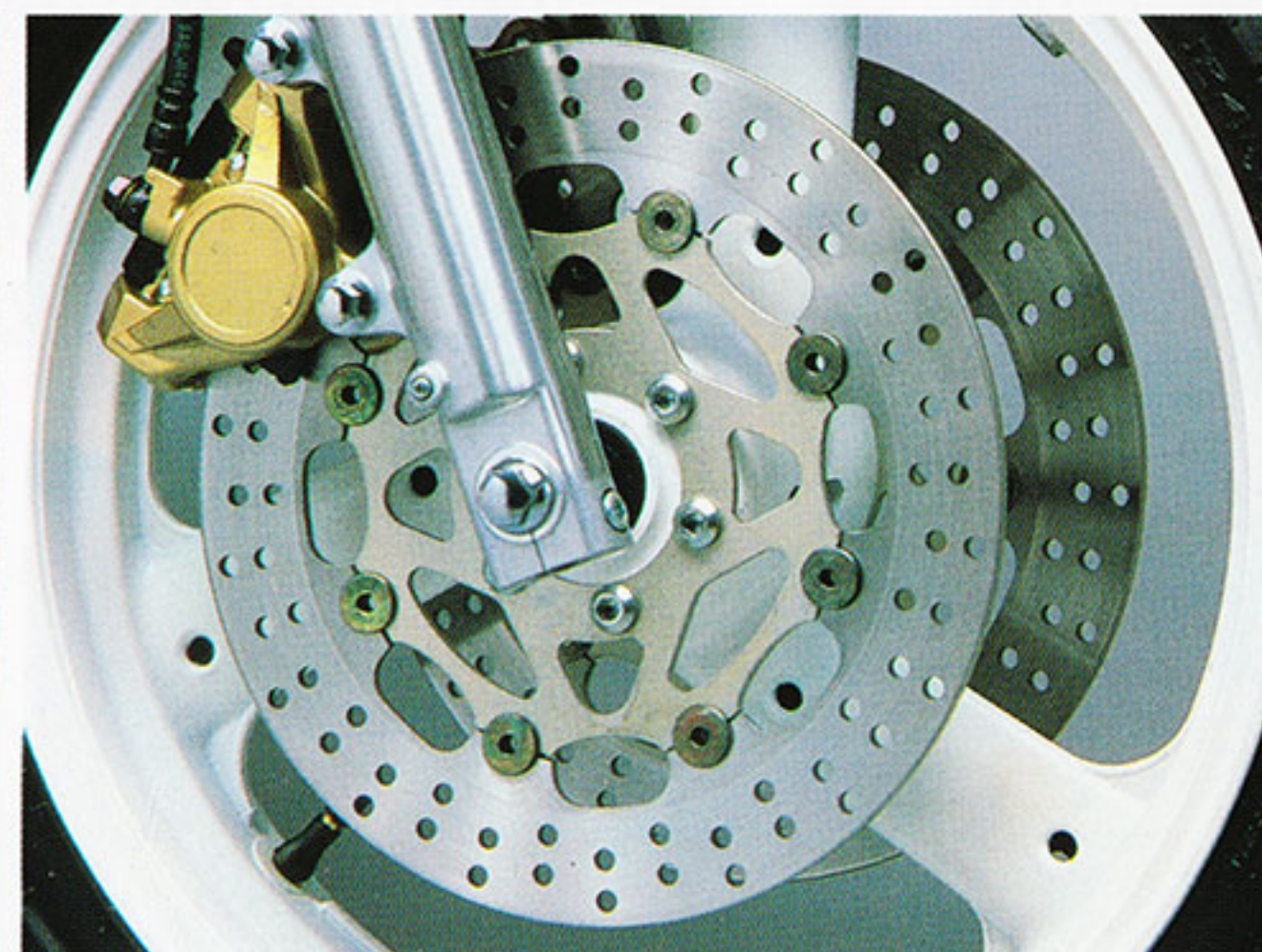
That's quite a list of high-tech features but we know that when you tuck in behind the FZR600's fairing and crank open those four carburetors you'll know that it was all worthwhile. Anything less would have been just another motorcycle. The FZR600 is not just another bike. It's something very special that will quicken your heart just admiring its looks. Something that will move you like no other sportbike before.



Delta-Box frame is the most rigid design available.



Liquid-cooled, 45-degree Genesis engine with 4-valve head, digital ignition.



Powerful drilled dual floating disc brakes.



Matching red and white team apparel is also available.

The FZR400.

It even comes with references.

Before you hear all the praise we have for our FZR400, we thought you might like to hear what the critics have to say.

Motorcyclist Magazine, for one observed that, "...the FZR400 we tested is unequivocally the finest handling production street motorcycle we've ever ridden."*

And *Cycle Magazine* was no less enthusiastic in its praise. "What makes the FZR worth the money is handling precision and stability previously unseen in sporting streetbikes sold in America."**

That's high praise, indeed, from journalists who test the most exotic and expensive motorcycles in the world. But it's not too surprising when you realize that while our FZR400 is not the most expensive motorcycle money can buy, it's definitely one of the most exotic.

You need look no further than our exceptional Deltabox frame to see what sets our FZR400 apart from less exciting sport bikes. Its massive aluminum box-section beams give the bike

the strength and rigidity that magazine testers have not encountered on any other street bike, not even those hand-built pseudo-race bikes that cost thousands of dollars more. But that's not surprising to us because we used the world's best chassis engineers and the world's top racers to make sure that the FZR400's Deltabox frame is the most sophisticated piece that money can buy.

Of course, our FZR400 had to have suspension to match this performance chassis. So we developed our race-proven Monocross rear suspension with its adjustable single shock and a multiple-linkage system. The resulting rising-rate geometry was yet another feature that the journalists found beyond criticism. They also heaped praise on our latest 38mm fork, a massive design that's not normally found on most middleweight sportbikes.

But you've probably realized that the FZR400 isn't like most ordinary sportbikes. Unlike anything else our 400 has a unique Genesis engine design that has the cylinders angled forward 45 degrees. This not only helps

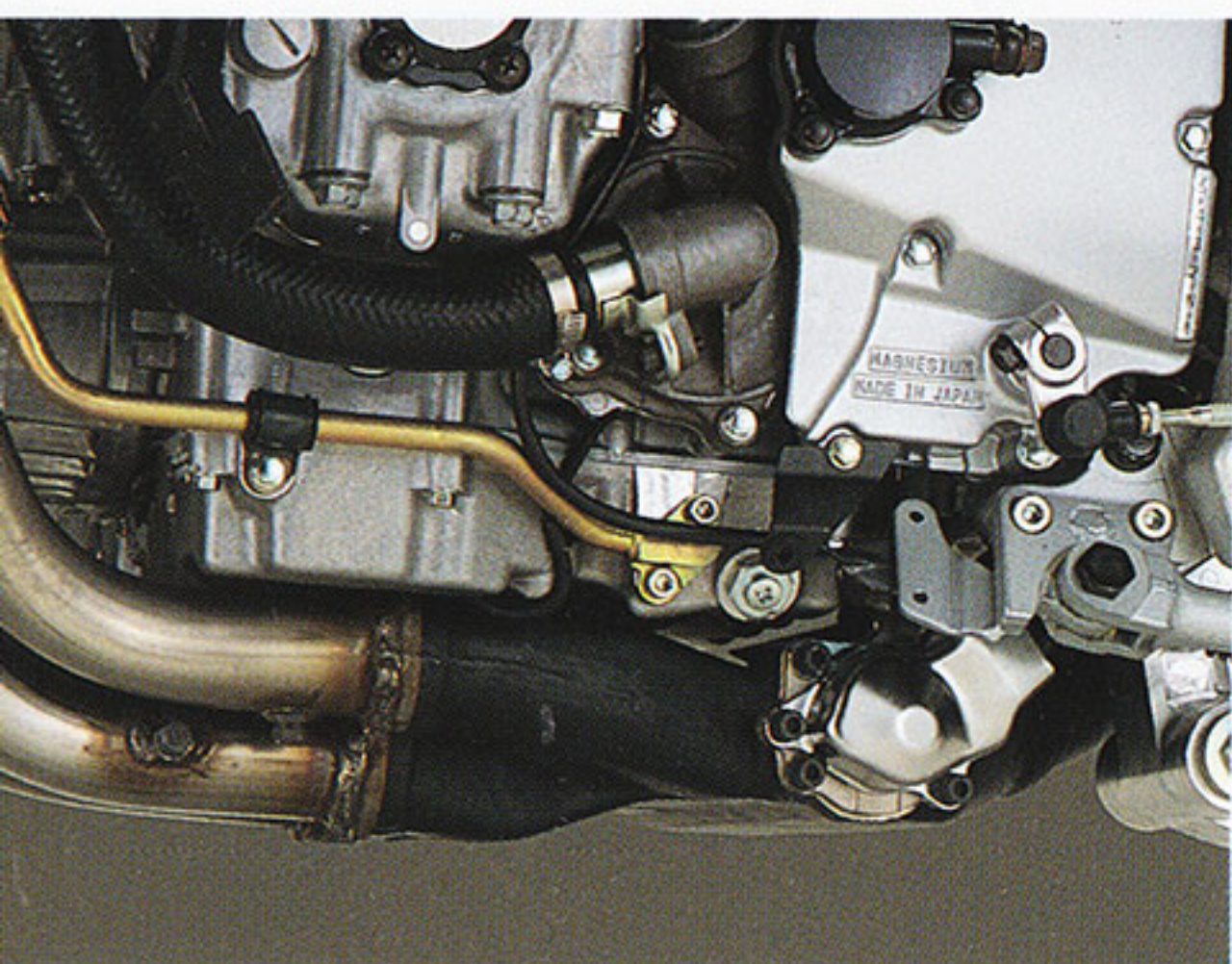
enhance the FZR400's already impressive handling by moving weight forward for an ideal weight bias, but it also helps make our motor one of the most free-revving powerplants on the road. With the cylinders angled forward we can run short, straight intake ports directly up to four downdraft carburetors which ensure quick and precise throttle response.

How quick, you ask? Well our motor winds turbine-like to a giddy 14,000rpm. Yep, 14 big ones, How's that for exotic? Maybe that's why *Cycle Magazine* said, "...the ethereal smoothness of the engine; the fit and finish of the components; the quality of the materials. The FZR's stunning hardware alone may be enough to warrant it's...price tag."**

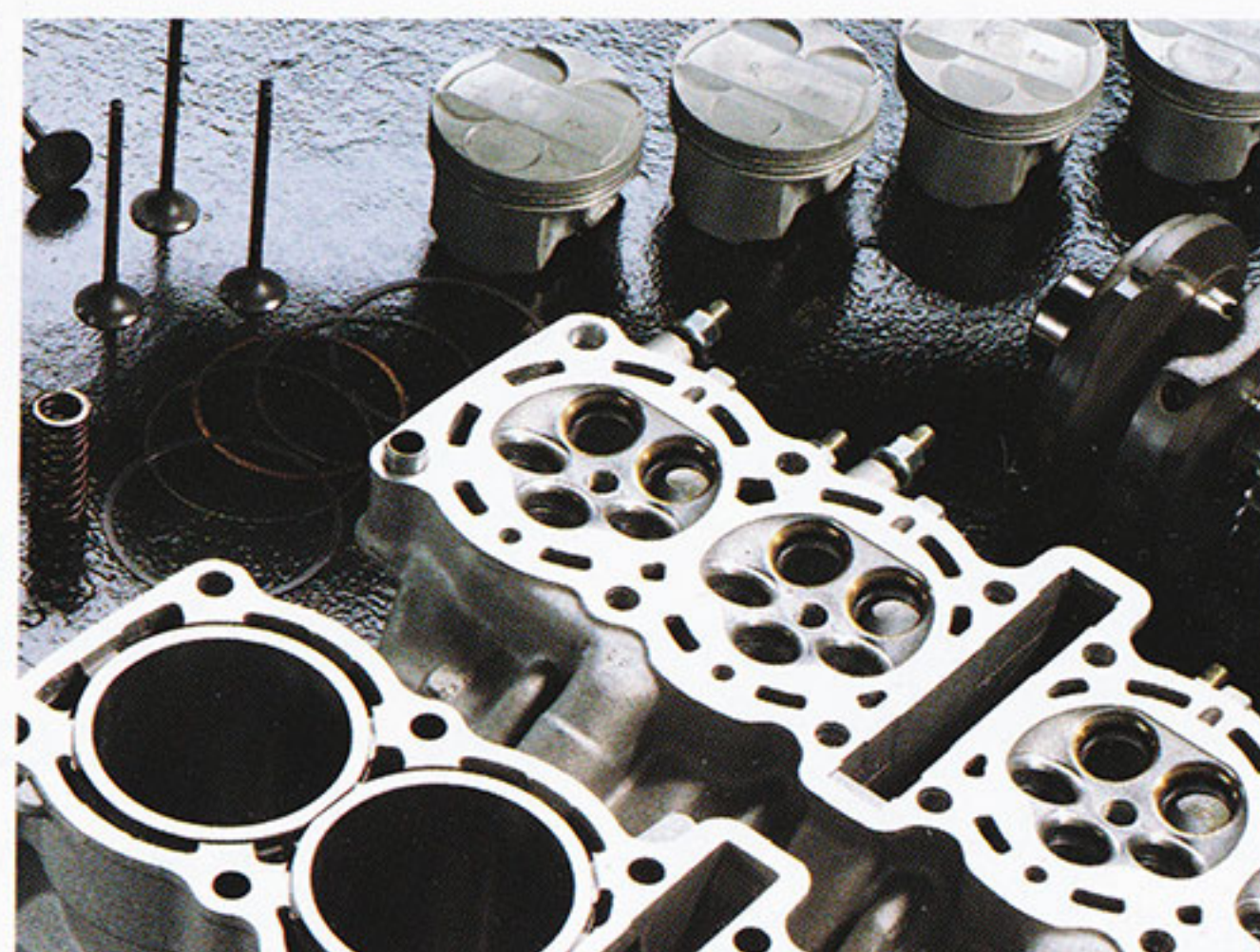
We agree that the FZR400 is exotic enough just to buy it for the hardware. But, as the magazine editors point out, our FZR400 is also one of the most exciting motorcycles you can buy. Period. So, don't take our word for it, take a look at the FZR400 and you'll see what the excitement is all about.

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**Copywrited by CYCLE Magazine and reprinted with permission.



EXUP increases power, fuel efficiency and engine response.



Reshaped 5-valve cylinder head with lighter, shorter valves.



Delta-Box frame is one of the lightest, most rigid chassis available.



Optional seat cowls are available for all FZR's.

The new FZR1000. It was great before but this is a quantum leap.

Only last year, Motorcyclist magazine trumpeted that the FZR1000 raised, "...the technological and performance level of the open-class streeters another quantum leap."*

That was quite impressive, but we saw ways to make our FZR1000 even better. So while everyone marvelled at the first quantum leap, we worked on the second.

Our new FZR1000 might not look radically different but you'll be surprised by the radical changes beneath the wind-tunnel tested full fairing. In fact, you'll have a hard time finding things that we didn't refine. Take our unique Deltabox frame, which already had a fine record for handling. This year it's even stronger and lighter thanks, in part, to using the motor as a stressed member. The aluminum frame beams also have a new tapered cross-section that increases strength and helps reduce the bike's width.

We also increased the size and rigidity of the front forks. The massive 43mm stanchion tubes also feature four-way adjustable spring preload for precise fine tuning. And you can adjust the remote-reservoir Monocross rear shock which controls a stronger and lighter swingarm.

This quantum leap in chassis technology is backed by Goliath-like 320mm disc rotors and new four-piston calipers in front. The three-spoke, hollow-cast wheels are, likewise, on the giant side with a 130/60 VR17-V280 tire in front and a huge 170/60 VR17-V280 tire in the rear.

Pretty impressive stuff, but it's nothing compared to the changes we made to the Genesis motor. It still has its four liquid-cooled cylinders but they are angled forward 35 degrees—ten degrees less than before—to make the motor more compact and allow a shorter wheelbase. These cylinders are also topped by an all-new five-valve per cylinder head with shorter,

lighter valves. Of course, the FZR1000 still has its straight intake tracts and downdraft carburetors, but now they can work even more efficiently thanks to a new digital ignition advance curve, lighter pistons and narrower piston rings.

What really gets the FZR1000 spinning, though, is an all-new exhaust system with E.X.U.P.. Our Exhaust Ultimate Powervalue has a computer-controlled valve in the exhaust collector that opens and closes at predetermined engine speeds to alter exhaust tuning. This helps our 1000 produce MORE POWER at all engine speeds as well as reducing noise, emissions and fuel consumption.

Now that's a quantum leap. But perhaps it's just what you'd expect from Yamaha. A company that's been setting the standard every year with performance sportbikes that always make your heart do a quantum beat.

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