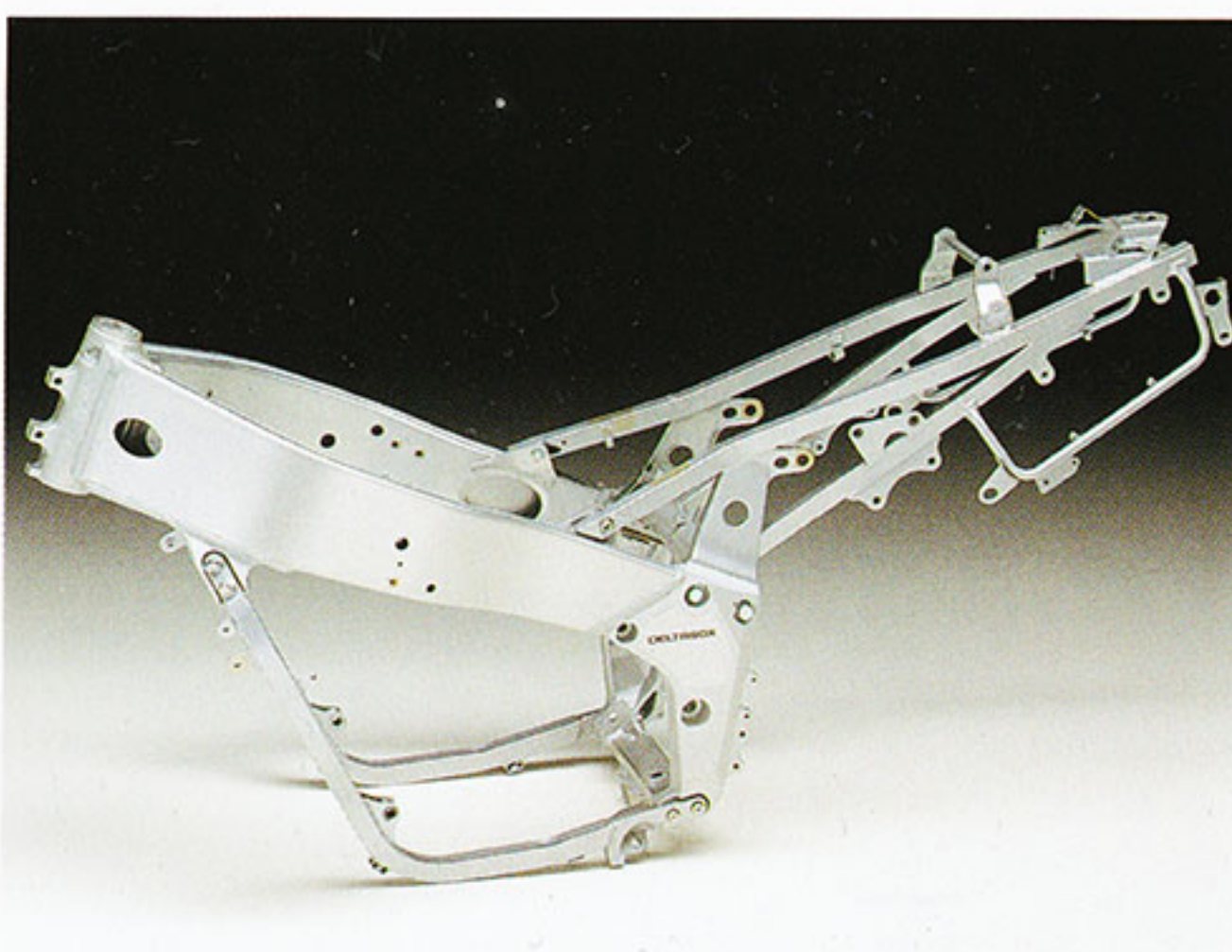


Performance





The FZR400S has full instrumentation.



The Delta-Box frame is as close as you can get to a full racing chassis.



Low-profile radial tires bite all the way through turns.



Matching red and white team apparel is also available.

The new FZR400S.

It gets bigger when you ride it.

OK, we know what you're thinking.

A 400 is fine for some people, but you want something with a little more "oomph."

To which we reply:

Get on an FZR400S. And hold on to your helmet.

Because in a typical Yamaha fashion, our engineers have found a way to get more out of this bike's 399cc engine than a lot of people have been able to get out of a 600.

Thanks largely to our remarkable Genesis technology.

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.

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

There's also a special California version of the FZR400S's Genesis engine that comes equipped with Yamaha's unique Exhaust Ultimate Power Valve. (EXUP, for short.)

EXUP is a micro-computer controlled exhaust valve that manipulates exhaust harmonics the way an expansion chamber does in a 2-stroke.

Which results in a 10%—20% increase in power output. A perfect fuel and fresh air mixture at every RPM level. A reduction in exhaust noise. A 5% improvement in fuel economy. And smoother acceleration in the high speed range.

But the real heart of this bike isn't in the innovative engine design. It's in the chassis.

The FZR400S utilizes the same radical Delta-Box frame we originally created for our Grand Prix bikes.

It's made of aluminum, so it's incredibly light. Yet, thanks to twin side beams that lock the swing arm pivot in place, it's also incredibly rigid.

And since the Delta-Box design accommodates the Genesis engine's 45° cylinder angle, the bike's center of gravity is significantly lower. Plus the weight distribution is as near to being perfectly balanced between the front and rear wheels as a motorcycle can be.

Now as great as all this makes the FZR400S sound on paper, it's nothing compared to what it does for it on pavement.

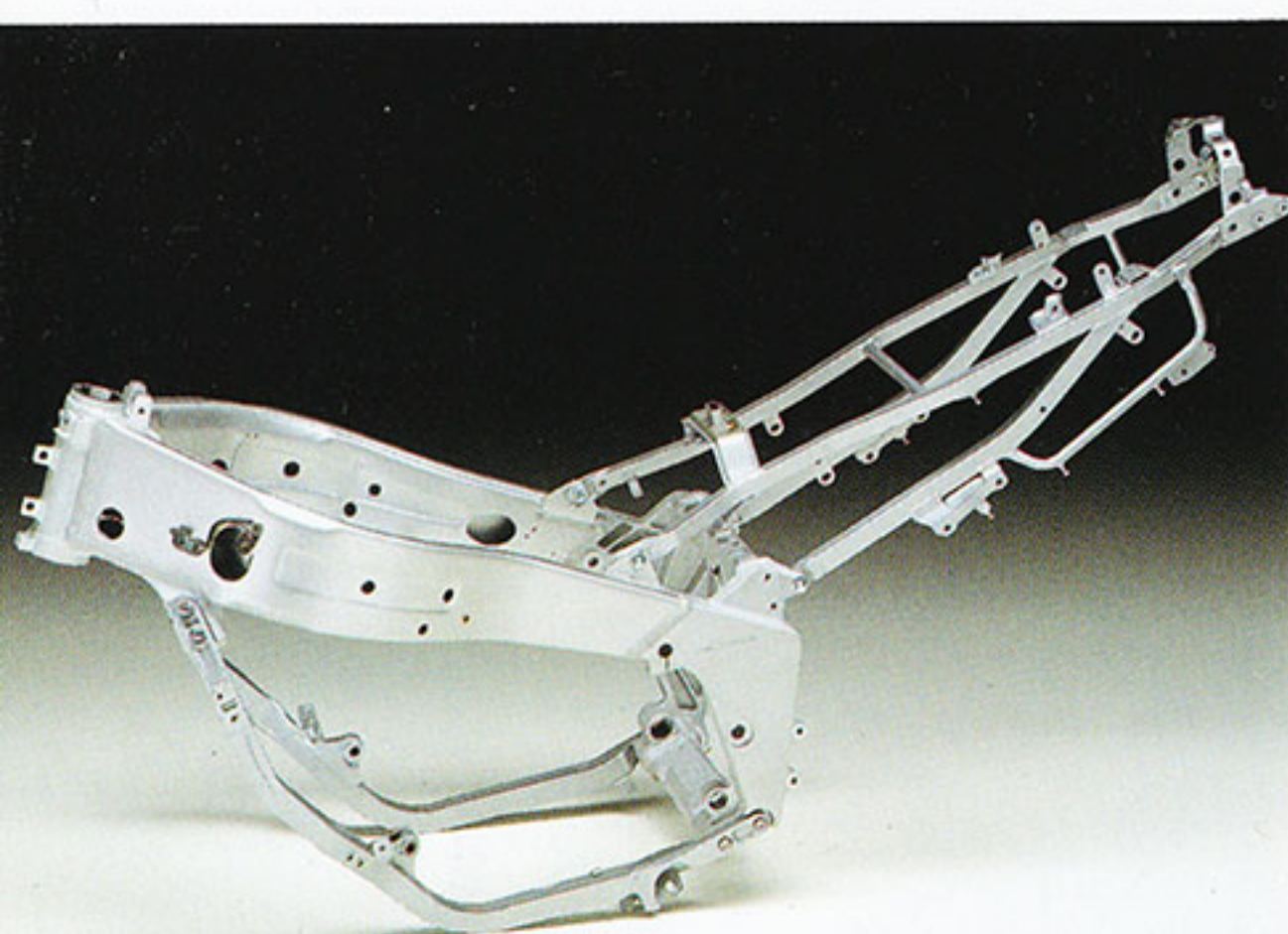
Simply put, the FZR400S may not only be the best handling motorcycle we've ever built, but the best handling motorcycle anyone's ever built.

It can lean through a turn, then nimbly take a new line.

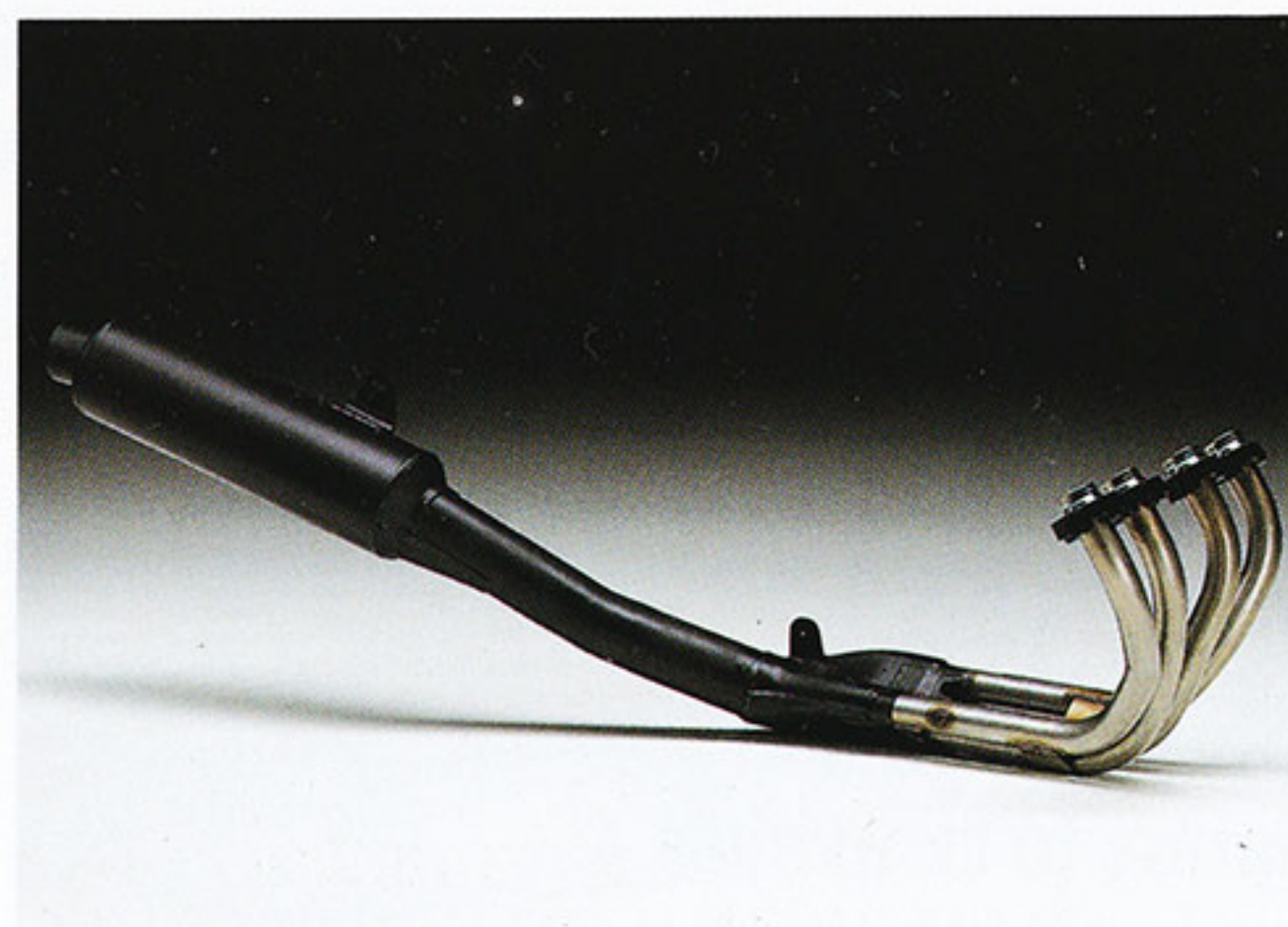
At 377 lbs., the FZR400S is also very light. Without being light on any of the necessities.

It has digital ignition. A 14,000rpm redline tach. And a new Grand Prix styled, frame mounted full fairing design.

So take it out for a test ride. We think it'll grow on you.



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



Stainless steel exhaust looks as good as it sounds.



Aerodynamic fairing and under cowlings cuts through the wind.



You can also get matching leathers, gloves and helmets.

FZR750R.

It's also hard to catch in a showroom.

One year ago, we introduced the FZR750R to America.

A motorcycle that was more powerful than any other bike in its class.

A motorcycle that literally redefined the world's definition of the term "sport bike."

A motorcycle so advanced, only 200 of them were shipped to the United States. Which explains why they went as fast out the door of Yamaha showrooms as they did on the track.

And this year will be no different.

FZR750R's will still only be available in limited quantities.

Like the new FZR400S you saw on the previous page, this bike employs the same Genesis engine technology. Only this time in a heftier 749cc version.

To refresh your memory, the liquid-cooled DOHC Genesis engine's cylinders are slanted at 45° instead of being vertical. Allowing the downdraft carburetors to work more efficiently.

The intake ports are also nearly straight, keeping all the horsepower right at your fingertips throughout the powerband.

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.

To an engineer, all this means that the FZR750R has one of the most technologically advanced engines known to motorcycles.

To you, the motorcycle rider, it means something a little more basic.

Huge amounts of power.

And since the Genesis engine also features ultra-lightweight valves, pistons and connecting rods, it red lines at about 11,800rpms.

And even though it develops more horsepower and torque than a comparable four-valve design, the Genesis engine actually runs smoother and uses less fuel.

This, topped off with a digital ignition that creates a perfect spark at every RPM, and a close ratio six-speed transmission, makes for one impressive power plant.

And for you track racers out there, you can buy a kit that increases the horsepower by 25%, bringing the FZR750R up to Superbike snuff.

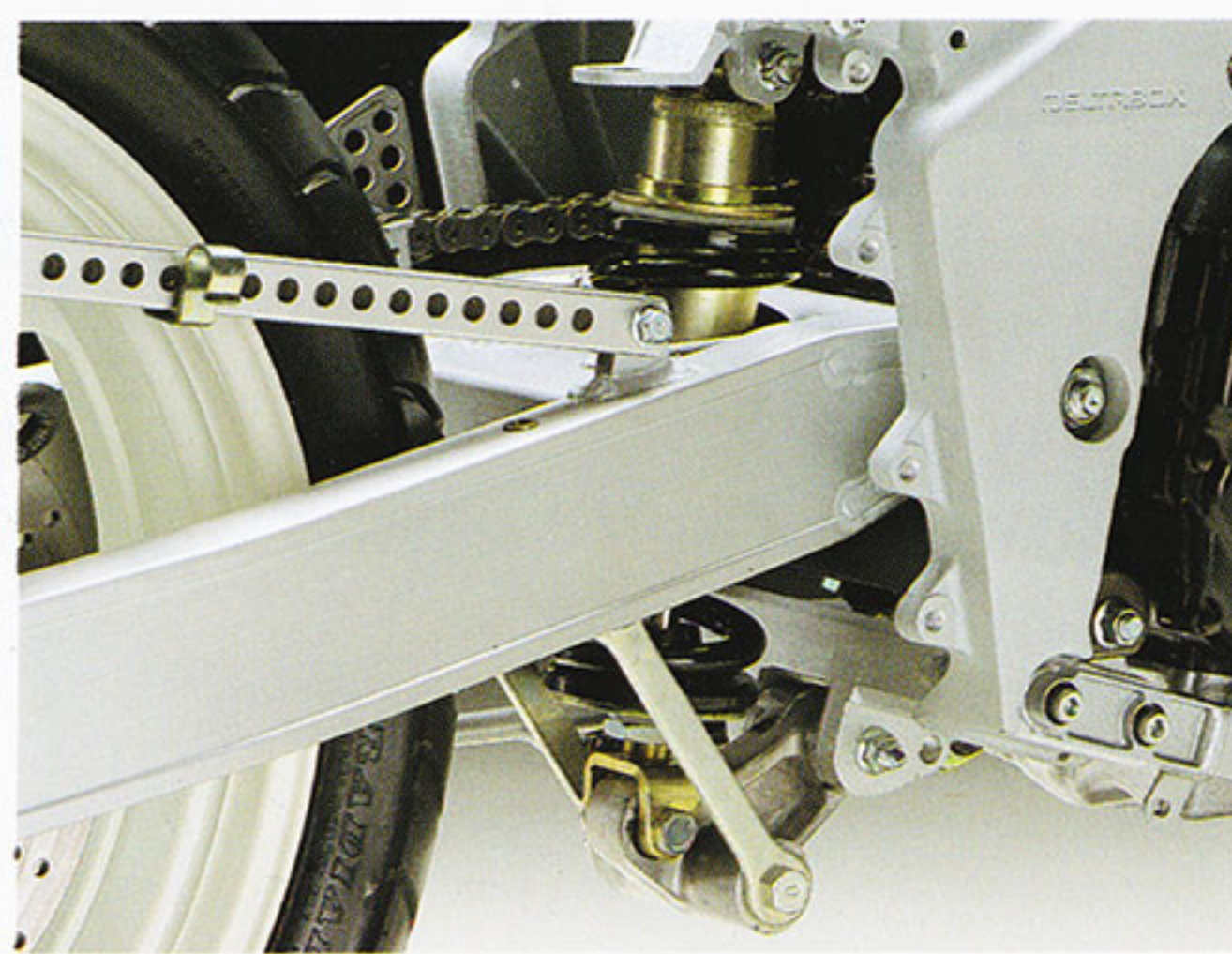
But don't worry about that being too much power for the frame to handle. Remember, this is the Delta-Box architecture we're talking about here. The one that's incredibly light, yet incredibly rigid and strong.

So go into your Yamaha dealer and try to catch a glimpse of our FZR750R.

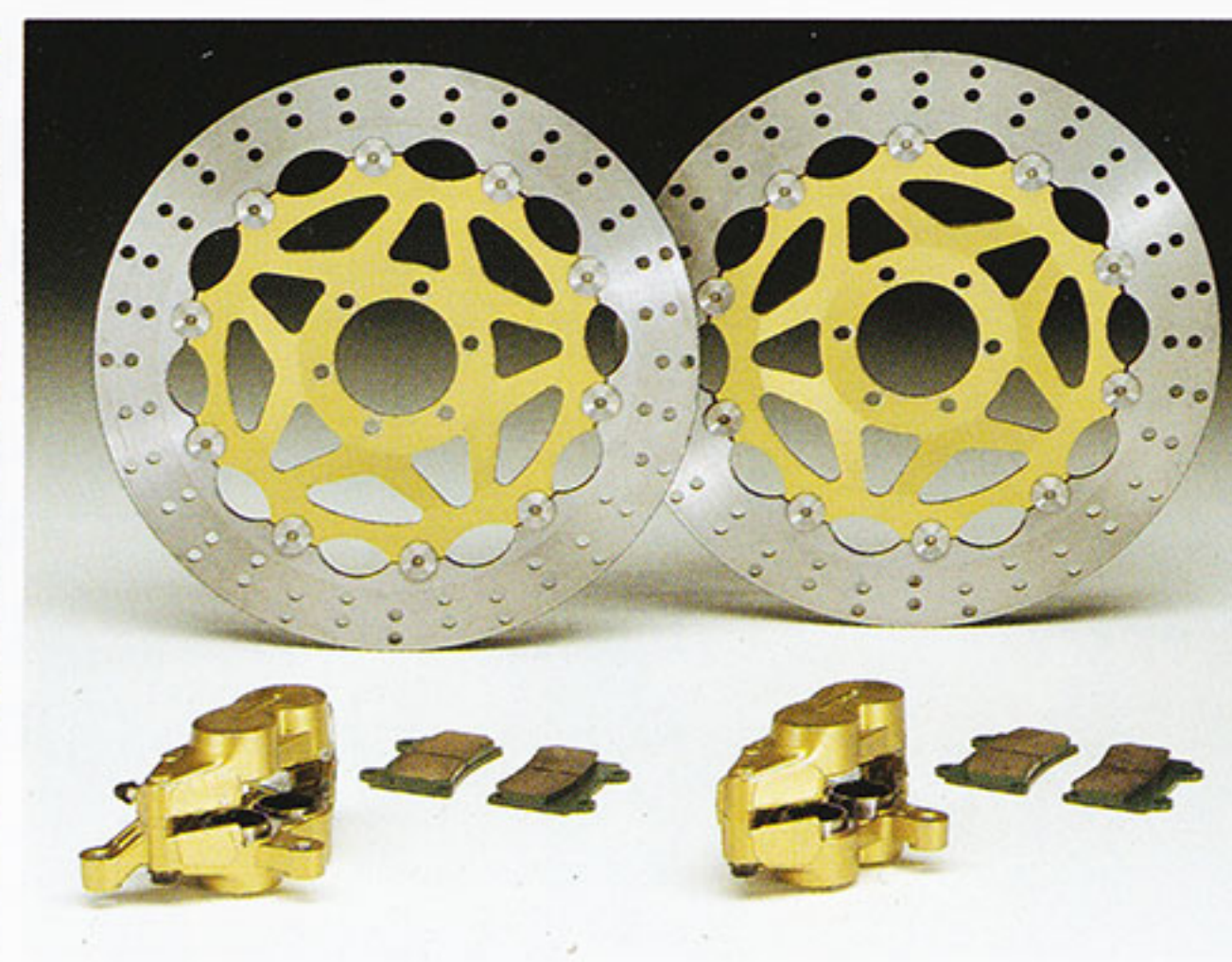
It'll be a heck of a lot easier than catching a glimpse of one on the track.



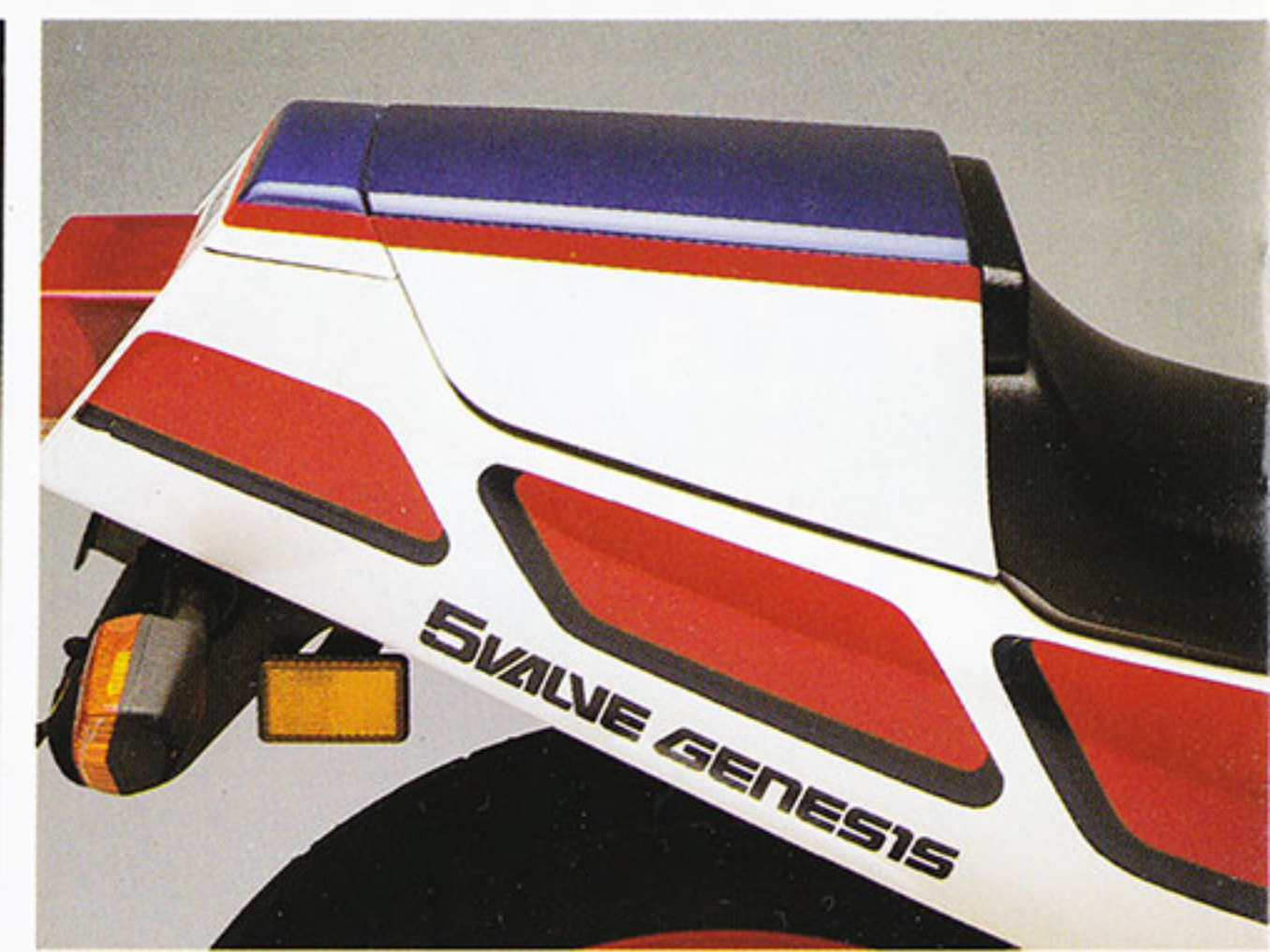
Dual headlights reach way out down the road.



Monocross suspension helps keep everything stable.



Floating disc brakes mean sure, quick stops.



Optional aerodynamic seat cowl cuts through the wind.

FZR1000.

By the time you finish reading this page, it could have finished six laps at Laguna Seca.

The FZR1000 is the kind of bike that would make a short story out of any track in the country. So you know it will perform incredibly on the street.

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

Of course, like all of our bikes, the FZR1000 is a lot more than just an engine.

It has the same radical Delta-Box frame as the bikes you've just read about. Which, as you know, is what makes the difference between our FZR400S and FZR750R and other bikes in their class.

But in the case of the FZR1000, our Delta-Box frame makes an even bigger difference.

Largely because of the bigger engine.

The 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 by allowing the four carburetors to be tucked up near the steering head instead of under the seat. Making for a considerably more comfortable riding position.

And since the Delta-Box frame is aluminum, it's also incredibly light. In fact, the FZR1000's dry weight is a mere 450 pounds.

What all this means to you is a bike with all the muscle you would expect from a 1000, with the kind of agility you'd only expect from a 750.

Of course, that's not to say we've sacrificed things like rigidity and strength. In fact, it's just the opposite.

Because Yamaha engineers have spent the last six years learning more about the fatigue properties of alumi-

num than even the average metallurgist knows.

Combine that with their knowledge of racing, and they came up with the most rigid frame you can find on a motorcycle.

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

Finally, the FZR1000 comes equipped with radials that not only grab the turns, but lower the center of gravity even further.

It also has huge floating disc brakes with opposed-piston calipers and semi-metallic pads. And a rising rate Monocross suspension with 130mm of travel.

Add to all that a 989cc four-stroke, DOHC, five-valve, liquid-cooled four, and you've got a bike with the kind of power other bikes can't touch.

End of story.

FZR400S	
ENGINE	
Type	4-Stroke, DOHC, 4-Valve, Liquid Cooled, Four
Displacement	399cc
Bore and Stroke	56.0 × 40.5mm
Compression Ratio	11.5:1
Maximum Torque	27.5ft-lbs (3.8kg-m) @ 9,000rpm
Carburetion	Four Mikuni BDS32
Ignition	Digital Transistor Controlled
Starting	Electric
Lubrication	Wet Sump
Oil Capacity	3.2qts (3.0ℓ)
Transmission	6-Speed
CHASSIS	
Overall Length	81.5" (2,070mm)
Overall Width	27.2" (690mm)
Overall Height	44.3" (1,125mm)
Wheelbase	55.1" (1,400mm)
Ground Clearance	5.3" (135mm)
Seat Height	30.9" (785mm)
Dry Weight	377lbs (171kg)
Fuel Tank Capacity	4.76gals (18.0ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Dual Discs
Rear	Single Disc
Tires	
Front	110/70-R17 53H
Rear	140/60-R18 64H
Coloring	Silky White

FZR750R	
ENGINE	
Type	4-Stroke, DOHC, 5-Valve, Liquid Cooled, Four
Displacement	749cc
Bore and Stroke	68.0 × 51.6mm
Compression Ratio	11.2:1
Maximum Torque	54.2ft-lbs (7.5kg-m) @ 8,250rpm
Carburetion	Four Mikuni BDS34
Ignition	Digital Transistor Controlled
Starting	Electric
Lubrication	Wet Sump
Oil Capacity	3.8qts (3.6ℓ)
Transmission	6-Speed
CHASSIS	
Overall Length	83.7" (2,125mm)
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	448lbs (203kg)
Fuel Tank Capacity	5.28gals (20.0ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Dual Discs
Rear	Single Disc
Tires	
Front	120/70-ZR17
Rear	160/60-ZR18
Coloring	Silky White

FZR1000	
ENGINE	
Type	4-Stroke, DOHC, 5-Valve, Liquid Cooled, Four
Displacement	989cc
Bore and Stroke	75 × 56mm
Compression Ratio	11.2:1
Maximum Torque	70.2ft-lbs (9.7kg-m) @ 8,500rpm
Carburetion	Four Mikuni BDS37
Ignition	Digital Transistor Controlled
Starting	Electric
Lubrication	Wet Sump
Oil Capacity	3.7qts (3.5ℓ)
Transmission	5-Speed
CHASSIS	
Overall Length	83.7" (2,125mm)
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	450lbs (204kg)
Fuel Tank Capacity	5.28gals (20.0ℓ)
Suspension	
Front	Telescopic Fork
Rear	Swingarm with Monocross
Brakes	
Front	Dual Discs
Rear	Single Disc
Tires	
Front	120/70-VR17
Rear	160/60-VR18
Coloring	Silky White/Dynasty Blue

Specifications are subject to change without notice.

YAMAHA
We make the difference.™

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. This product requires parental supervision when operated by a child. 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. Limited warranty does not apply to units used for racing.