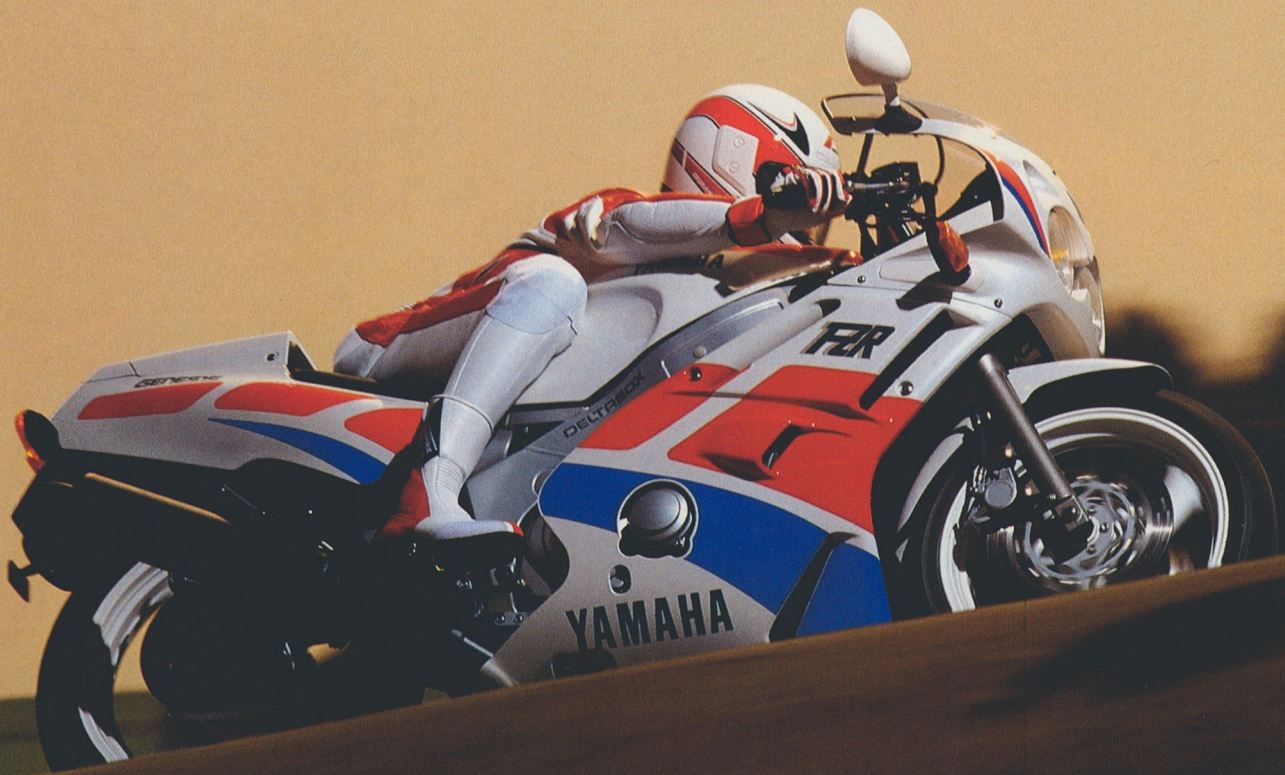




# FZR600







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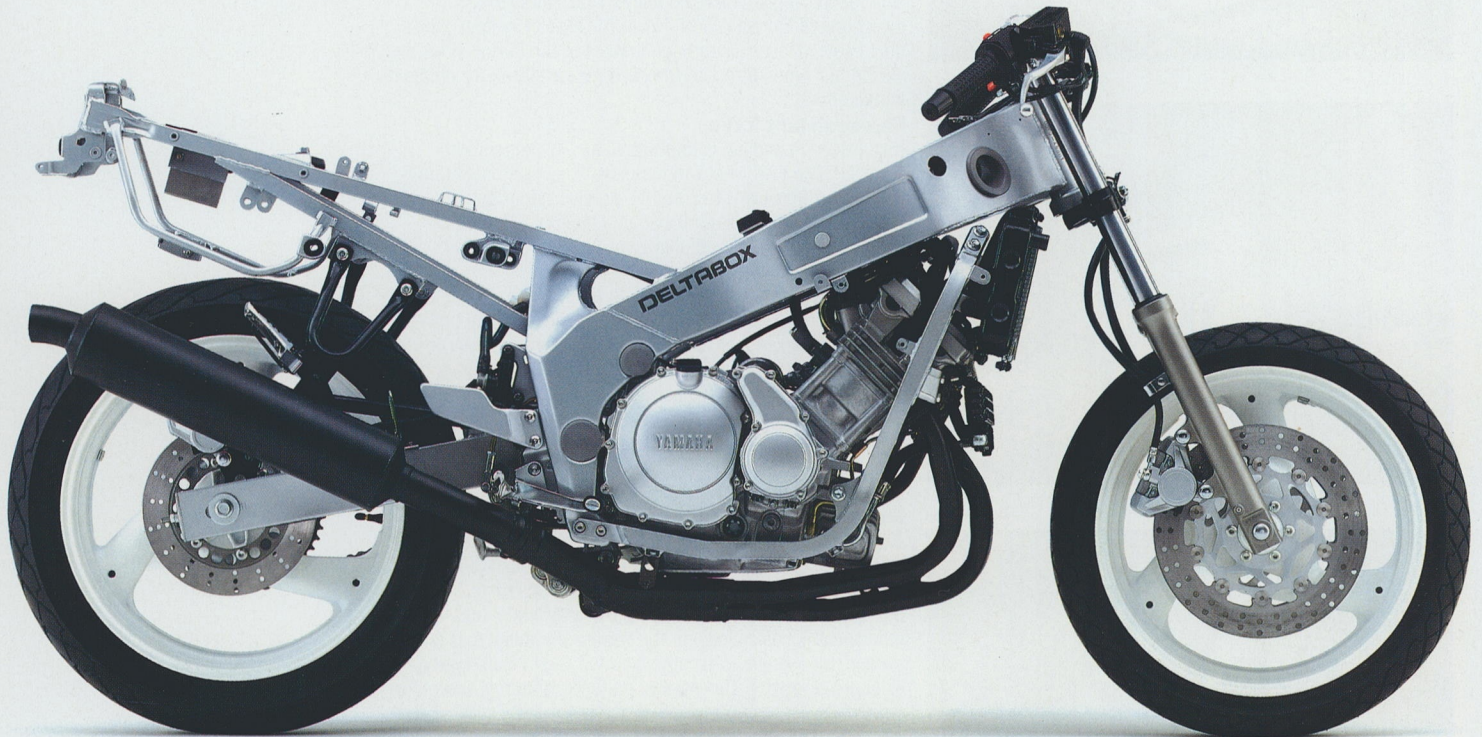
GENESIS

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BRIDGESTONE



# Yamaha FZR600: bringing the "pure sports" approach to the middleweight class.



Straight to the top of the middle weight ranking comes the Yamaha FZR600. A machine designed for those who specifically prefer the combination of light weight and the strong power delivery that the 'state of the art' 600cc engine provides.

A motorcycle where the emphasis is on all-round performance via a high power-to-weight ratio and razor-sharp handling. The kind of performance, in fact, that can get you over the twists and turns of the back roads quicker than anything else on wheels!

The FZR600 brings Yamaha's "Genesis concept" of totally-integrated engine and chassis design-thinking into the middleweight bracket for the first time. Designed from the ground up, the FZR is a lighter, more compact version of our highly successful FZR1000 and 750cc "racer replica style" supersports machines.

Just like those line-leaders, the FZR600 employs a four cylinder, liquid-cooled engine with forward inclined cylinder block and free-breathing downdraft carburetors. It's certainly not a scaled down 750, the double overhead cam powerplant is designed specifically for the middleweight class, with the two most important design criteria in that category: power-to-weight and performance-to-price.

Just as with our bigger FZR models, the real core of the FZR600 is its "Genesis-type" four-cylinder engine with its inclined cylinder block that brings benefits in terms of both performance and handling.

## **The Genesis effect**

Performance benefits because the forward slant of the upper engine allows the use of short, straight intake tracts and vertical downdraft carburetors. Its precise handling is enhanced because the "upper body weight" of the engine is moved further forward and lower down. Better overall weight distribution and a lower centre of gravity are the results.

It's a perfect example of the "Genesis effect". The design of one component used to positively influence the performance of another.

## **Four valves per cylinder**

The FZR600 uses four valves per cylinder (dual inlet and exhaust) instead of the triple inlet, dual exhaust layout of the bigger versions. This is because our extensive flow bench testing showed that with the faster flowing, smaller volume ports, the four valve head, with the pent roof shape combustion chamber, performance was increased.

## **Deltabox frame**

An engine that matches anything in its class needs running gear to suit. So we stayed true to the FZR specification and gave it a Deltabox frame based, like the rest of the range, on the chassis developed for Eddie Lawson's World Championship-winning Grand Prix machine.

The frame is constructed of high-tensile steel for added rigidity and durability, the impending weight penalty was minimised by a computer-assisted design that employs thinner gauge steel at the points of less stress. The results are a flex-free, precise handling sport bike!





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#### **Compact instrument panel**

In fitting style for a "pure sports" machine, the FZR600 instrument panel is small and compact. The centrally-mounted tachometer is the focal point, flanked by speedometer, temperature gauge and warning lights. All instruments are graphically designed for instant recognition during day or night riding and are easily seen whether the rider is crouched or upright.

#### **Fairing includes FAI system**

The full fairing was developed via exhaustive wind-tunnel testing for maximum aerodynamic efficiency allied to rider protection against the weather. "Pure racer" in style, it closely resembles the bigger FZR models to maintain the supersports image. Like the bigger FZR fairings, it incorporates Yamaha's FAI (Fresh Air Intake) system, which ducts cool, denser air through intakes in the fairing sides and via rubber tubes direct to the carburettor airbox for optimum intake effect.

#### **Flex-resistant forks**

Razor-sharp handling is imperative for any supersports machine. The FZR front fork employs flex-resistant 38mm stanchions that provide a stable, precise ride regardless of the road conditions. Fork travel is a healthy 130mm and racing style clip-on handlebars are fitted for a low but comfortable riding position.

#### **Triple disc brakes**

Triple disc brakes give the FZR600 all the stopping power one would expect from a high-performance supersports machine. Front end braking is handled by twin 266mm discs, gripped by powerful twin-pot calipers with sintered-metal, "all-weather" friction pads. The discs are drilled for lightness and are full-floating to minimise distortion induced by the heat of heavy and continued application. A single 214mm disc slows the rear wheel.

#### **Rising rate Monocross**

The rear suspension is handled by Yamaha's famous rising rate Monocross system that has won numerous World Championships in both road racing and motocross. A rigid, box-section swinging arm carries the rear wheel and its movement is controlled, via the rising rate Monocross linkage system, by a single, centrally-mounted, De Carbon-type gas/oil shock absorber. This system features 115mm of travel for optimum wheel to ground contact whatever the state of the road surface.

#### **Lockable storage in seat**

The roomy dual seat has a lockable storage space incorporated into its tail-section cowling, which FZR600 riders will find useful. A neat cover fits over the rear section of the seat and blends neatly with the tail section to give more positive rider location when riding solo.

#### **Liquid-cooled engine**

The twin overhead-camshaft engine is liquid-cooled to maintain even engine temperature at all times. An oil-cooler maintains the lubricant temperature in the engine's wet sump. Four 32mm Mikuni semi flat-piston CV carburetors are vertically-mounted for full downdraft effect into the 16-valve cylinder head and the racing-type 4-into-1 exhaust is pulse-tuned for maximum performance with minimum noise. Electronic ignition is microcomputer-controlled to ensure precise ignition timing for any engine speed or load.

