

FZ750



Yamaha's FZX750 doesn't fit into any category. It creates one!

Motorcycles these days usually slot securely into established categories. Supersports bikes, touring machines, enduro models, commuters... you can tell at first glance just what particular role any bike is meant to play.

All too often, however, that first glance doesn't tell you *who* built the bike! The model requirements for the various categories are so clearly-defined that the products of most manufacturers tend to look pretty much alike until you get into closer inspection.

Which is why we built the Yamaha FZX750. A bike that you'll have no trouble identifying *without* a second glance! A motorcycle that deliberately breaks with all the accepted traditions. One that dares to be different!

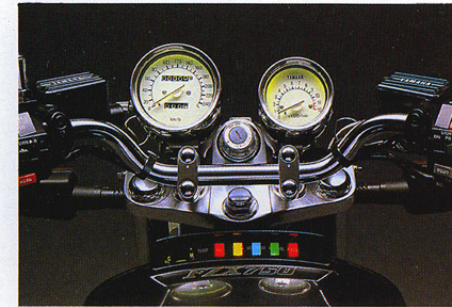
It's centred around the Genesis 750 engine — the motor with which Yamaha re-wrote the parameters of four-stroke theory.

Four cylinders inclined at 45-degrees, vertical downdraft carburettors, twin overhead-camshafts and *twenty* valves. That's right! Five valves per cylinder to make the FZX750 engine the most efficient of its kind.

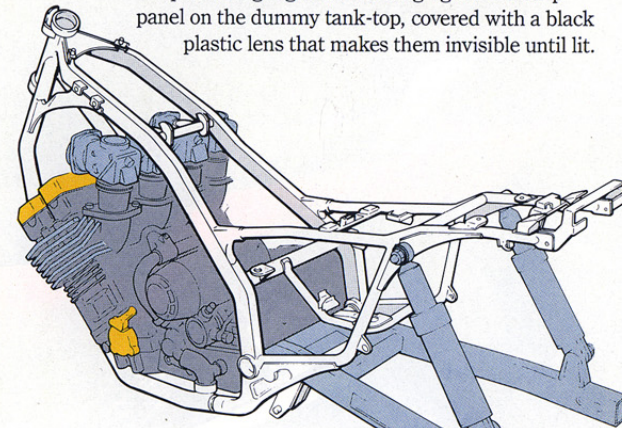
Working with the sloping cylinders of the Genesis powerplant, our engineers were able to design a slim-line chassis with most of its weight concentrated around the machine's centre of mass to produce stable and responsive handling. And our stylists were able to accentuate the forward thrust of the inclined engine to produce a futuristic "power cruiser" look, guaranteed to turn heads as you ride on by.

Sport or styling. Power or profile. Whatever *you* want from the Yamaha FZX750 is what it delivers.

Finally, the choice is yours!



Speedometer and tachometer are mounted in separate housings at the steering head; water temperature gauge and warning lights in a strip panel on the dummy tank-top, covered with a black plastic lens that makes them invisible until lit.



The slim-line, double-cradle frame is constructed in strong, box-section tubing. The left-hand side downtube is used to carry engine coolant and helps dissipate its heat. The rear suspension uses a box-section swinging arm, controlled by twin nitrogen-cell shock absorbers. At the front there are air-assisted forks with 38 mm stanchions and an integral brace that further stiffens their resistance to flex. Rubber rear engine mounts reduce vibration.

A single, 267 mm ventilated disc brake with opposed-piston caliper guarantees strong, safe rear braking.

The vertical downdraft carburettors and airbox are mounted behind the steering head, shrouded by a small, stylish dummy tank. Intake tracts are therefore straight and unobstructed, with fuel-flow gravity-assisted for performance boost.

The contoured seat and side panels blend with the styling theme of the FZX750, as does the alloy passenger grab rail.

The actual fuel tank sits behind the carburettors and extends below the nose of the seat. The weight of its 13-litre fuel load is therefore centralised to minimise its effect on handling. An electrically-operated reserve switch ensures that the tank will not run dry without warning.

Rear suspension is of "conventional" twin-shock layout. The two nitrogen-cell shock absorbers control movement of a strong, box-section alloy swinging arm.

Tight, compact image of the FZX750 is emphasised by small, rectangular headlight. Halogen bulb provides bright beam.

Electronic ignition is transistor-controlled for perfect spark timing and is maintenance-free.

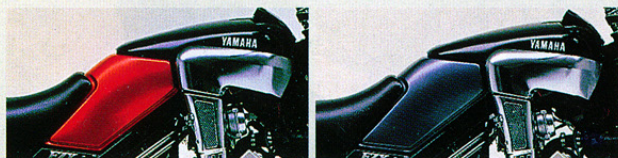
Wheels are unique aluminium dish construction, with cutaways determined by wind-tunnel and stress testing. Of 16-inch front diameter and 15-inch rear, they are fitted with high-traction, wide-profile tyres.

Transmission features a six-speed gearbox with hydraulically-operated, multiplate wet clutch.

Chrome-plated, 4-into-2 exhaust system uses a connector-pipe between the centre header pipes to increase low and mid-range performance.

Twin 267 mm disc brakes are slotted to allow expansion under the heat of heavy use, so precluding distortion of the discs.

Rear view mirror(s) standard equipment.



SPECIFICATIONS FZX750 ENGINE

Type 4-stroke, liquid-cooled, DOHC,
5-valve, parallel four

Displacement 749 cc

Bore and stroke 68.0 x 51.6 mm

Compression ratio 11.2 : 1

Max. power (DIN) 94.0 PS (69.1 kW)
@9,500 rpm

Max. torque (DIN) 7.8 kg-m (76.5 Nm)
@8,000 rpm

Lubrication Wet sump

Carburation Mikuni BDS34 (4)

Ignition Transistor controlled

Starting Electric

Fuel tank capacity 13.0 lit.

Oil capacity 3.5 lit.

Transmission 6-speed

Final drive Chain

CHASSIS

Overall length 2,245 mm

Overall width 785 mm

Overall height 1,110 mm

Seat height 750 mm

Wheelbase 1,525 mm

Min. ground clearance 150 mm

Dry weight 204 kg

Suspension

Front Telescopic forks

Rear Swinging arm

Brakes

Front Hydraulic double discs

Rear Hydraulic disc

Tyres

Front 110/90-V16

Rear 140/90-V15

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 with your Yamaha dealer. Always wear a helmet and eye protection.



Import

D'leteren Sport

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YAMAHA

MC-FZX750-88E