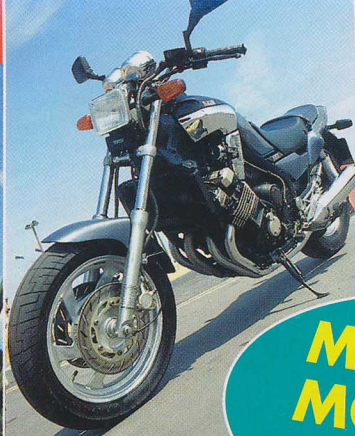


# Grey Bike

## STREETFIGHTER FZR250 PROJECT



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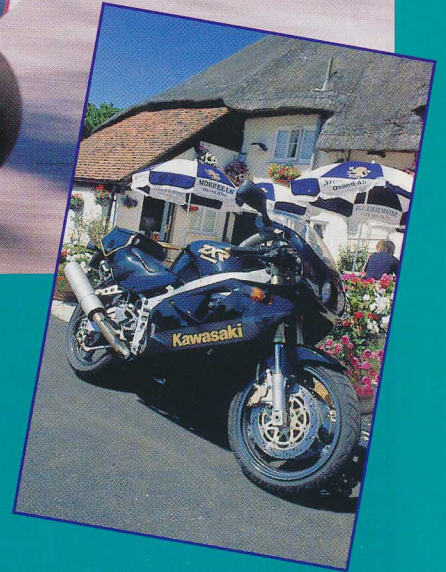


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KEV Racing's GSR400RRSP in action at Mallory earlier this year.



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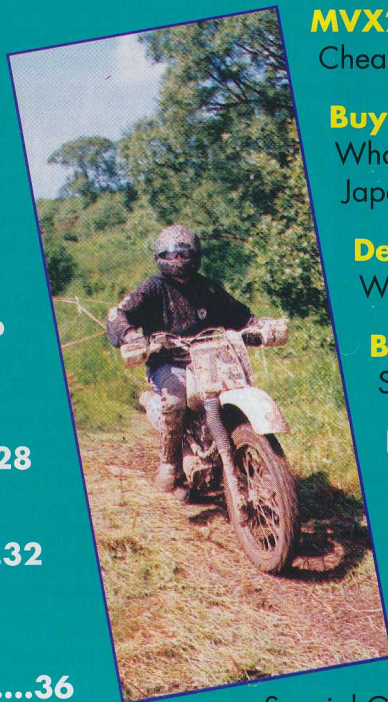
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# Grey Bike FZR250/400 Series

The FZR250/400 Series is perhaps one of the most complicated, even by Japan's domestic standards. Deltaboxes, EXUPs, and Genesis concepts, with certain models running side by side, and new models at times appearing at an alarming rate, all serve to confuse even the most knowledgeable anoraks. But the FZR's are cracking little bikes, with bulletproof engines still virtually unchanged in design over a decade, and deserve serious attention. The model history here marks the start of 14 pages devoted to FZR's, from the Streetfighter project to the very capable FZR400SP. Please read on and enjoy...

87年のトップセールモデル

## FZR250



## 1985

Most of the Jap companies released their 4 cylinder, 4-stroke 250s in 1985. It's almost as though there's some synchronicity (or industrial espionage...) at work. Yamaha brought out their Phazer, with its radical Genesis concept engine - watercooling, sharply inclined cylinders, DOHC 16 valve, and full down-draught carbs. It is an indication of how important the 250 market was in Japan at this time that the 250 Phazer saw the Genesis concept motor a full year

## FZ250フェーザー



どこまでも回る  
超高回転マルチに  
ボクらはシビれた。

1985年4月



250ccのキャパシティでDOHC4バルブというハイメカニズム&17000rpmも回ってしまう超高回転指向(ピークパワー発生は14500rpm)、さらに2ストと肩を並べる45PSのパワーで、エポックメイクマシンとなった「フェーザー」前後16インチホイールをはくコンパクトなボディも、フェアリング・タンク部分を樹脂パーツで構成し、そのダミータンクで覆われた燃料タンクを車体重心近くに配置するなど、先進的なシステムが採用されていた。またバ

before it emerged on the 400. The 249cc Genesis engine (bore and stroke 48x34.5mm) made a full 45ps at 14,500rpm/2.5kgm and the bike weighed in at 138kg

The Phazer was competing with Suzuki's GF250 and GS250FW (the same engine in different cosmetic packages), and Honda's CBR250 was also launched this year. No Kawasaki as yet, though.

### FZ250



### FZ250YSP



### FZ250



**1986** The FZ250 Phazer was still marketed in '86, in various colours including Ltd Edition models with single seat hump and bellypan as standard. There was also a YSP version, with the usual Sports Production refinements.

1986 was the last model year for the FZ250, and it

was sold alongside the new FZR250. The FZR250 was basically an uprated FZ, still with the box section steel frame, but with a twin-headlight full fairing, FZR-range styling, and TZR250 wheels and suspension. The wheel changes meant the end of the 16" front/18" rear combination, and the FZR250 was brought bang up to date with 100/80/17 front and 120/80/17 rear tyres. Power output was unchanged, but the weight went up 2 kilos to 140kg.



**1987/8** With the FZ250 dropped, the FZR250 was sold pretty much unchanged in '87 and '88. There were the usual paint job/graphic variations, and the introduction of the alloy-wrapped silencer with the teapot spout, but that really was about it until 1989.



## FZR250R



## 1989

Saw the release of the first alloy Delta-box framed FZR250. Mechanically it was based on its predecessors, but the alloy perimeter frame brought it in line, at least in appearance, with the steel Delta-box framed FZR400. The new FZR frame steepened the rake from 25 degrees 30 minutes to a sharp-steering 24 degrees 30 minutes. The FZR also gained sharper styling, 1000EXUP twin headlights and rear lights, twin front discs, and a wider rear wheel at 130/70/17. Peak power output remained 45ps, although now at a heady 16,000rpm, but despite the alloy frame, overall weight went up to 146kg.



## 1990

to date: Mechanically unchanged, the FZR had a cosmetic facelift for the 1990 season, the bike now resembling the new FZR400RR, complete with twin projector headlights inside the new, sleeker fairing.

In this guise the bike has remained pretty much unaltered, apart from cosmetic enhancements such as paintwork, and silencer colour changes (from black to alloy and back to black again). It is still available new, and very little has changed over the last 5 years, although now of course the power has been reduced to 40ps at 14,000rpm to comply with the latest 'restrictions'.

## FZR250



## Zeal ジール



appearance to Kawasaki's Xanthus, and equally poorly received.

## 1992

The only real spin-off from the FZR250 range has been the Zeal, infamous for apparently being styled after a leaping dolphin. This super-unusual looking tektro could have sold more than half a dozen units if only it had been a 750. Similar in

## FZ400R

1984年5月

F3チャンピオンの血統を受け継いで登場



## 1984

The FZ400 series pre-dated the 250 range by a year, with the introduction in 1984 of the FZ400R. It was identical to the UK-spec FZ600R, although it utilised a multi-valve, water-cooled 400 rather than the air-cooled 600 sold in Europe. The 399cc lump produced the usual 59ps peak power, at a healthy 12,000rpm, with a peak torque figure of 3.7kgm at 10,000rpm, and the bike weighed in at a slightly porky 165kg. The FZ400R was the absolute dog's bollocks when it was released (the FZ600 was tested in many UK magazines as the best handling motorcycle to date). The FZ400R was sold in its thousands in Japan, lower fairing panels were available as a dealer option, and not included in the price.

## 1985

The FZ400R was unchanged except for graphics, but was now also available unfaired as the FZ400N. This naked version (which very much resembled the RD350N, available at that time in the UK) was sold only for one year.

### FZ400N



## FZR400F

1986年5月

デルタボックスでフレーム回りを

強化



## 1986

This was the year the FZ400 series split into two, with the continuation of the FZ400R, and the launch of the new FZR400F. The FZ400R2 was just a revamp of the old FZ, with an alloy wrapped silencer can and aircraft style filler cap. Fairing lowers were still only available as a dealer option, and sales began to drop off as the new FZR became available. The FZR400F brought the 400 range into line with its little 250 stablemate. It had the same inclined, DOHC 16-valve Genesis concept motor, introduced a year earlier on the 250, in a new Deltabox perimeter frame (albeit steel on

### FZ400R



the 400, and with a box section engine cradle) with an ultra-sharp 24 degrees of rake, and similar, though not identical, styling. The new 3-spoke wheels saw a wider rear, with a 140/60/18 low profile tyre, and an increase from 16" to 17" at the front, with a 110/70/17 tyre. Peak power was unchanged on the new motor, still on the 59ps upper limit, but peak torque showed a slight increase to 3.9kgm at 9,500rpm, and the overall weight came down to 157kg.

### FZ400R



## 1987

The FZR400 saw only graphic and colour changes after its launch the previous year, but the FZ400 series continued for one more year alongside it with the FZ400R3. It was finally sold with fairing lowers as standard, but it's now a rare model as very few were sold due to the all conquering FZR400, and it was dropped altogether for '88.

### FZR400



## 1988

The launch of the first FZR400 EXUP. Similar in appearance to the FZR600 sold in the UK and Europe, but with alloy frame instead of lookalike steel. The new EXUP had sharper styling to go with its power valve system, and along with the new frame grew a braced swingarm and 4-piston front calipers, but weight and power remained identical to the earlier model, as did that frantic 24 degree front end. The model range was further complicated by the appearance of the FZR400RSP, confusingly based on the earlier chassis of the non-EXUP model, with single seat, quick release alloy tank cover, 4-piston calipers, remote reservoir shock and various other SP refinements. The SP versions were only available in red and white, and are comparatively rare, although a few examples have made their way into this country.

### FZR400

正式採用  
待ち受け



## FZR400RR



further, and rationalised with the de rigueur 17" front and rear, with a 120/60R17 front and a massive 160/60R17 rear.

## 1989

Saw a one-year only version called the FZR400EXUPII. It was heavily based on the previous year's model, but resembled a scaled-down FZR1000EXUP, complete with slanted headlights and Oxo cube back lights.

By now the poor Japanese punter must have been getting really confused, because in December of this year the FZR400RR was released. This all-new model had a new frame prefix - 3TJ rather than the 1WG which dated back to '86 - and it was also the very first appearance of a carbon fibre silencer and twin projector headlights on a production motorcycle. Wheels were widened still

## 1990

Yamaha followed up this tour de force a mere two months later with the release of the FZR400RRSP - basically a racer on the road. A close ratio box, single seat, and trick adjustable suspension made it an unbeatable package in its class on the track. A few ludicrously expensive examples were officially imported into the UK in '91, with the cooking RR version arriving in '92 with an equally inappropriate price tag.

## FZR400RR-SP



## 1991-95

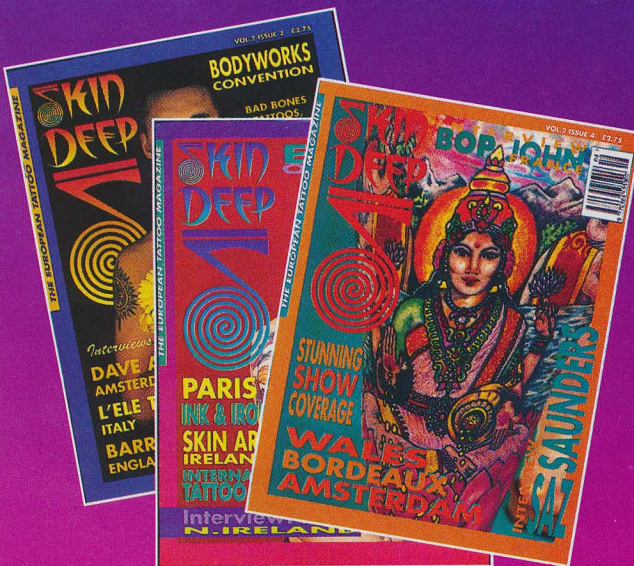
These years saw the bike virtually unchanged in Japan apart from the usual graphic and colour changes, with the current '95 model available in the indistinguishable Yamaha corporate colours which have made all sports Yamaha's virtually unsaleable this year.

## FZR 400RR-SP



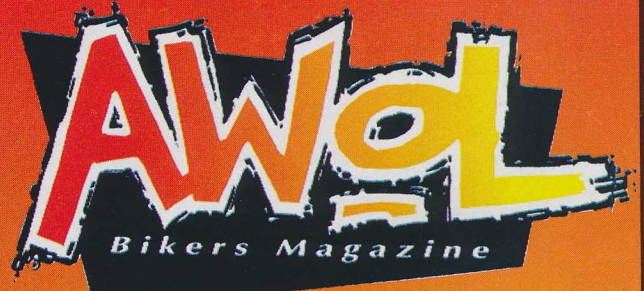
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