



1987
YAMAHA FZX750 FAZER

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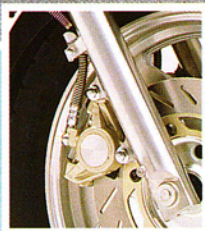
FZ750 ENGINE IN A V-MAX PACKAGE

Yamaha's V-Max introduced the concept of a naked bike with brute power whose sole purpose was to thrill with tyre-smoking acceleration. Sharing much of the V-Max's wild style, Yamaha's FZ750-based FZX750 Fazer is a gutsy custom cruiser. First seen as the FZX700S Fazer in the USA in 1986, it has a rocketship engine and robotech looks that either entrance or disgust. Yamaha said that 'the FZX does not belong to a category, it creates one'. Chromed elbow air ducts on either side of a dummy tank feed a massive airbox above carburetors fuelled from a 13-litre tank under the rider's seat. Despite its twin-shock rear end, the FZX drag strip refugee shows its sports bike pedigree in better handling than most custom cruisers, with light, responsive steering. Journalists and engineers still rave about the power characteristics of its 20-valve engine. Competition came from Kawasaki's shaft-drive, 16-valve ZL1000 Eliminator, a more powerful 120PS beast with a less sophisticated engine, plus Suzuki's Madura and the Honda Magna.



HOT FRAME

The Fazer frame closely resembles the FZ750's full-loop cradle. But hot coolant is pumped through the left-hand downtube, allowing a small double-core radiator to be fitted. The opposite downtube unbolts for rapid engine removal. Rolling on 16- and 15-inch tyres to give it a cruiser look, the FZX has a simple 38mm stanchion telescopic front fork with air injection to adjust preload, and what look like twin air shocks at the rear. These are simply DeCarbon gas-oil units mounted upside down and have five-way spring preload adjusters. Three huge 267mm disc brakes have the power to match a Fazer's 12 seconds/111mph standing-start, quarter-mile performance.



TECH-SPEC



Model:	Yamaha FZX750 Fazer
Years in production:	1987-
Engine type:	Four-cylinder, double-overhead cam, five-valve four-stroke
Capacity:	749cc
Bore and stroke:	68 x 61.5mm
Compression ratio:	11.2:1
Fuel system:	Four 34mm Mikuni carburetors
Power:	93PS @ 9,500rpm
Peak torque:	7.4kg-m @ 6,000rpm
Suspension:	Front: telescopic fork. Rear: swingarm with twin shocks
Dry weight:	204kg
Top speed:	130mph



SLANT FOUR

The Fazer's five-valve, four-cylinder, six-speed engine arrived with the 1985 FZ750. Chain-driven twin-overhead camshafts open three inlet and two exhaust valves in each cylinder head. Three small valves can pass more gas than two larger ones, filling the cylinder more efficiently for high torque from low revs. The block's radical forward tilt, 45 degrees off the vertical, gives superb gas flow from four carburetors, reduces engine height and improves weight distribution. Different airbox and carburettor settings give an engine with the same high compression ratio as the FZ750 better torque at lower revs for a loss of 4PS at the top end. Unlike the FZ four, the FZX engine is rubber mounted for ultimate smoothness.

