

2001-2005

YAMAHA FAZER 1000

Many consider it one of the best all-rounders you can buy. Our panel of owners reveal what it's like living with the big Fazer on a day-to-day basis

JOHN FENNELL

Wiltshire-based John, 50, clocks up about 10,000 miles a year and has just bought his fourth Fazer!



DAN CHESTER

Dan, 31, bought his '02 Fazer in November and reckons it's better than his previous Honda Blackbird.



IAN MACKINTOSH

Leeds-based Ian mostly uses his Fazer 1000 for leisure rides in the countryside.



WHY I HAD TO HAVE IT

John: "I had a VTR1000 that ended up giving me pains in my arms, so I had to stop riding for three months. Then, my local dealer gave me a test ride on a Fazer 600, which I loved. I ended up owning three of them before I traded up to the Fazer 1000."

Dan: "I've got problems with my shoulder so any bike with even the slightest sporty riding position – like my old Blackbird – is painful to ride after a while. I wanted something with similar power and a more upright riding position and the Fazer 1000 fits the bill perfectly."

Ian: "I originally fell in love with the Fazer 1000 when it first came out in 2001. I liked the looks, the feel and the fact that its grunty engine could carry my wife and me two-up. Then I discovered that the insurance was horrendously expensive as the brokers valued it the same as an R1! I ended up with a Bandit 1200 which was

a bit top-heavy. Last year I finally had the cash to buy one, and by then I had three years of no claims which made the insurance more affordable.

PERFORMANCE

John: "It does everything I'd like a motorcycle to do. It's also got more power than I could ever use. On every Fazer I've owned I've had an Ivans jet kit (www.ivansperformanceproducts.com) installed, which really smoothes out the fuelling."

Dan: "There's plenty of oomph and the power's really strong. It easily keeps up with most sports bikes. The R1 engine is very smooth and predictable and the throttle response is very good; it's better than my Honda Blackbird which was really jerky at low speed."

Ian: "It's very capable and performs a lot better than I do. The power delivery is smooth and linear, but I used to have

the occasional problem with the power surging on smaller throttle openings, which was cured as soon as I had an Ivans jet kit fitted. I'm considering an ignition advancer at some stage, which should clean out the power delivery some more and give me a slight power increase too."

RIDING

John: "I find the Fazer extremely comfortable in standard trim and have taken mine to places like Prague, Berlin and Malaga. I've got a taller Yamaha screen too, making it good for longer rides. The standard Metzeler MEZ4 tyres are crap though; I think Metzeler Roadtecs are better."

Dan: "The handling took some getting used to after the Blackbird; all the leverage you get from those wide bars means it feels over-responsive at first, but it's something you get used to. I've also had grip issues with the standard Metzeler MEZ4s on damp roads."

Ian: "I've replaced the Metzeler tyres with Pirelli Diablos and now the bike will lean into corners further than I want to. Overall comfort is superb, although the stretch to the bars is more than I'd like."

OWNING

John: "I've never had any major problems on my Fazers; they don't use oil and they're cheap to run. The first 600-mile service cost me just £25 and the next 12,000-mile service cost £120."

Dan: "I haven't spent much on the Fazer except for a taller screen. The guy who had it before fitted a bellypan, headlight protectors and a gear indicator. It's a bitch to clean as so much of the bike is on display."

Ian: "Other than fitting the Diablos, I haven't spent that much on my Fazer. I have fitted a Skidmarx double-bubble screen and had the seat lowered and re-upholstered."

Your votes have been counted.

The greatest performance bike of all time, revealed.



New PB. Have you seen how good it is?

April issue on sale February 22



MCN SAYS

PROS...

- ✓ One of the best all-rounders money can buy
- ✓ Comfortable on long journeys
- ✓ Strong R1-derived engine with good mid-range power
- ✓ Predictable handling

CONS...

- ✗ Standard Metzeler MEZ4 tyres aren't the best
- ✗ Standard screen is too low

PARKER'S PRICE GUIDE
NOW INCLUDES BIKES!
PARKER'S
www.parkers.co.uk

WITH top performance, solid reliability and serious presence, the Fazer 1000 is justifiably popular

MCN quick guide

WITH the Fazer 600 already a huge success, Yamaha launched its bigger brother, the FZS1000 Fazer early in 2001. The bike quickly gained a reputation as one of the best all-rounders money could buy. As well as wheels and brakes

lifted directly from the R1, the Fazer 1000 also uses the superbike's 998cc four-cylinder powerplant, albeit retuned slightly for road use.

Smooth and flexible power delivery makes the Fazer 1000 the ideal mile-muncher, as does

its comfortable riding position, decent weather protection and big 21-litre fuel tank. Handling is superb, thanks to its stiff chassis and R1 forks, offering up loads of stability while still being agile enough to flick through town traffic.

EXPERT VIEW

"The Fazers that come in here never give us any grief. One of

our customers has actually done over 40,000 miles on his with no problems; all he's needed to buy – beyond the usual consumables – is a new set of front brake discs. The key thing is to make sure you get a Fazer with a full Yamaha service history; if it's serviced properly you're going to have no problems at all."

Martin Tune, Webbs, Peterborough (01733-223444)

YAMAHA FAZER 1000

★★★★★
COST NEW: £7799

USED PRICES:
2001-2002 £3400-£4425
2003-2004 £4050-£5295
2005 £4325-£5825

POWER: (claimed) 143bhp
TORQUE: (claimed) 78ftlb
WEIGHT: 208kg

Year changes:
2001 - Fazer 1000 introduced
2002 - New silver colour
2003 - No changes
2004 - New colours only
2005 - New colours only

TECHNICAL SPEC
Engine: 998cc (74 x 58mm) in-line four, 4 x 37mm carbs. Six gears
Chassis: Tubular steel cradle
Top speed: 150mph
Insurance group: 15 (of 17)

FUEL: 35mpg, 21 litres, 160 miles

RAKE: 26°
TRAIL: 104mm

SEAT HEIGHT: 820mm



WHEELBASE: 1450mm

OWNERS' TOP TIPS

John: "I've replaced the standard fuel gauge with an LCD 'Multiguage', which shows the gear position, the amount of remaining fuel, the ambient temperature, the coolant temperature and even battery voltage. It's a really good bit of kit and should have been installed as standard."

Dan: "I fitted a taller Yamaha screen which really helped to cut down on wind buffeting."

Ian: "I reckon that the first thing to do is to get rid of the standard Metzeler MEZ4 tyres and get some Pirelli Diablos."

THE BEST BITS

1. Smooth R1 engine has loads of grunt and plenty of top-end.
2. R1 forks, brakes and wheels give the Fazer amazing poise in the corners.
3. Big, roomy, comfortable seat makes cross-continent touring a walk in the park.



ADVICE

HELP! I NEED ANSWERS!

MCN'S EXPERT CHRIS DABBS SOLVES YOUR PROBLEMS

THE GSX-R600's oil light indicates low pressure, not a low level



Q THE oil warning light on my '97 GSX-R600 stays on at tickover when the engine is warm, but goes out when the revs increase. Is it terminal?
Mark Boyd, e-mail

A THE GSX-R600's oil warning light is connected to a pressure gauge, not an oil level sensor. The pressure under normal circumstances is 15-20psi, and the oil light will come on when it drops to 10psi. There are three possible causes:
1. You may have used lighter weight engine oil like 5w/40 that will thin out as the engine warms up and allow the pressure to drop.
2. The pressure gauge could be faulty.
3. The oil pump is starting to give up the ghost.

Q I'M searching for a huggie to fit a Suzuki Bandit 650S, which sounds easy enough. But mine is an ABS model with the caliper on top and I can't find one that fits.
Kevin Wainwright, e-mail

A BANDITMANIA do a French-made Roca huggie that's colour-matched, has a built-in chainguard and fits ABS versions for £120. They have lots of other goodies for your bike. Call 01522-871600.

Q I'VE recently had an Avon Azaro 190/50 rear tyre fitted to my 1999 Aprilia RSV Mille and I've noticed that the chain has

been rubbing against the side edge of the tyre. I've tweaked the wheel alignment and chain tension so they're OK, but I've still got very little tolerance between the tyre and chain. A 195 tyre came off and this was marked.
Gary Brooks, e-mail

A THE European Tyre and Rim Technical Organisation sets the industry standards for tyre sizes and they state that tyres can be made to an upper and lower tolerance level. So they might be bigger or smaller than the figure printed on the sidewall. For example the Bridgestone BT56J developed for the Hayabusa is actually 198mm although it's designated as a 190. It could be that Avon has gone for the upper end of the scale with the Azaro. However Avon do specify a 180 or 190 for the Mille and putting a 180 on a six-inch rim creates the same profile as a 190. I'd also consider the 180/55 Avon Viper Sport.

Q I OWN A Honda Pan European on an '02 plate and I want to get it fitted up with a radio and CD player connected to an intercom system.
Paul, e-mail

A CHECK out www.robice.demon.co.uk/side.htm or motorcycleinfo.calsci.com/Electronic.html for all the info you need, as well as how to set up an intercom system yourself.

YOUR TOP BIKING TIPS

THIS week's brake tips are courtesy of bike dealer and workshop Robinsons Foundry near Canterbury, Kent

BLEEDING CALIPERS RADIAL calipers can be a pig to bleed that last bit of air out of. If you've got a persistently soft brake lever, try loosening off the bleed nipple then push the pads back as

far as they'll go before tightening it up again.

CLEAN YOUR PISTONS WHEN changing pads, remember that caliper pistons exposed to road crud are going to be pushed back in past the seals, risking damage. Clean them first by unbolting the calipers and getting in there with a toothbrush.

Have you got a question which needs answering? E-mail chris.dabbs@emap.com with a short description in the 'subject' line