

# GSX-R750

Suzuki revolutionized the sportbike category in 1985 with the introduction of the original GSX-R750. The latest GSX-R750 continues Suzuki's tradition of building Supersport bikes powered by strong engines carried in a lightweight and nimble chassis. On the road or on the track, the GSX-R750 delivers a breathtaking combination of outstanding engine performance, crisp handling, compact and lightweight chassis, and advanced front and rear suspensions.

## Truly in a Class of Its Own



### Key Features

The GSX-R750's fuel-injected, 750cm<sup>3</sup>, four-cylinder engine powers a balanced sportbike experience. This engine pulls strong off the bottom like a larger-displacement powerplant while it builds revs like a smaller mill – it's the best of both worlds.

The Suzuki Drive Mode Selector (SDMS) lets the rider adjust the engine's power delivery to suit the riding conditions.

The twin-spar aluminum frame effectively connects the steering head with the swingarm pivot portion of the chassis in a way that balances light weight and strength. The engine is suspended below the frame to keep mass low and the wheelbase short to promote nimble handling.

The SHOWA Big Piston Forks (BPF) feature effective, accurate and linear damping, superb feedback and consistent performance.

The single SHOWA remote reservoir rear shock absorber contributes to exceptional handling.

Twin Brembo radial mount monobloc front brake calipers grasp fully floating stainless steel brake rotors to deliver strong stopping power.

Three-way adjustable footpegs contribute to providing a comfortable riding position.

### Engine Features

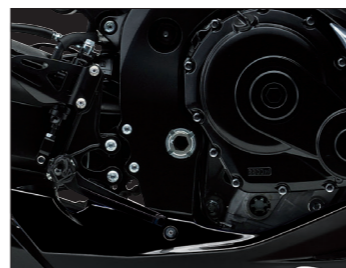
The compact 750cm<sup>3</sup>, 4-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.



BPF forks



Electronically controlled steering damper



3-way adjustable footpeg



Front brake calipers (Brembo)

The energy-efficient engine employs forged pistons, shot-peened connecting rods, chrome-nitride-coated upper compression and oil control rings, and pentagonal ventilation holes to reduce frictional and mechanical losses.

Camshafts with aggressive valve-lift profiles were developed using proven MotoGP racing engine technology – the first time this method has been applied to a production Suzuki.

Lightweight titanium alloy valves are controlled by single-coil valve springs to reduce valve-train mass, reducing mechanical losses at high rpm.

Lightweight and durable forged pistons were designed using the same Finite Element Method (FEM) and fatigue analysis technology used for MotoGP racing engines.

Suzuki Dual Throttle Valve (SDTV) fuel injection uses eight fine-spray eight-hole injectors for improved fuel atomization, which contributes to more complete combustion.

An Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.

Advanced MotoGP-developed transistorized ignition control programming helps maintain more precise spark timing across the range of engine speed and temperature.

Suzuki Drive Mode Selector (SDMS) offers push-button selection of two racing-developed engine control maps to suit road

or track conditions and personal tastes.

4-into-1 stainless steel exhaust system with a titanium muffler is fitted with a Suzuki Exhaust Tuning (SET) valve that maximizes torque and improves throttle response, especially in the low- to mid-rpm range.

The close-ratio 6-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gear, making it easier for a racer to get a good start while improving straight-line acceleration and power out of corners.

Race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry.

### Chassis Features

Lightweight and compact twin-spar aluminum alloy frame is constructed of five cast sections to produce a balance of light weight and strength.

The frame is mated with a cast aluminum swingarm and multi-piece rear sub-frame that's ready for racetrack use.

Race-developed, lightweight SHOWA Big Piston Front Forks (BPF) deliver superb feedback and consistent performance.

Single SHOWA rear shock features externally adjustable rebound and compression damping, along with adjustable ride height.

Electronically controlled steering damper provides lighter steering at slower speeds and more damping force at racetrack and highway speeds.

Front brakes with fully floating 310mm discs are grasped by radial-mount, four-piston Brembo monobloc calipers.

3-spoke cast aluminum alloy wheels are shod with lightweight, high-grip front and rear tires for sharp handling.

Three-way adjustable footpegs, adjustable shift lever, and short fuel tank help compose a comfortable riding position that permits the rider movement required for performance riding.

Compact, lightweight instrument cluster with a built-in lap timer/stopwatch and programmable engine rpm indicators to alert the rider to certain shift points.

Trim, simple, and lightweight bodywork creates an exciting, aerodynamic styling that truly works well at speed.

Distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights on each side.

Bright, durable LED taillight, with clear lens.

The front turn signals are integrated into the rearview mirrors while the rear tail section houses the rear signals.

The lightweight instruments also include an analog tachometer and LCD readouts that show speed, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure, SDMS setting, and gear position indicators.

Attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover.



## Own The Racetrack

The latest GSX-R750 remains true to the GSX-R's original concept and Suzuki's championship-winning heritage, delivering an exciting riding experience you can use on the street or on the racetrack – it's your choice.

## The Original GSX-R

The GSX-R750's look isn't manufactured, it's the true byproduct of decades of production roadracing dominance. For a rider considering a mid-size Supersport bike that's at home on the track or the street, there's only one choice; the Suzuki GSX-R750.



## Colors



Pearl Brilliant White / Metallic Triton Blue (DGX)



Pearl Brilliant White / Metallic Mat Stellar Blue (B5N)



Solid Iron Gray / Glass Sparkle Black (BTH)



\* Only for Australian Spec.