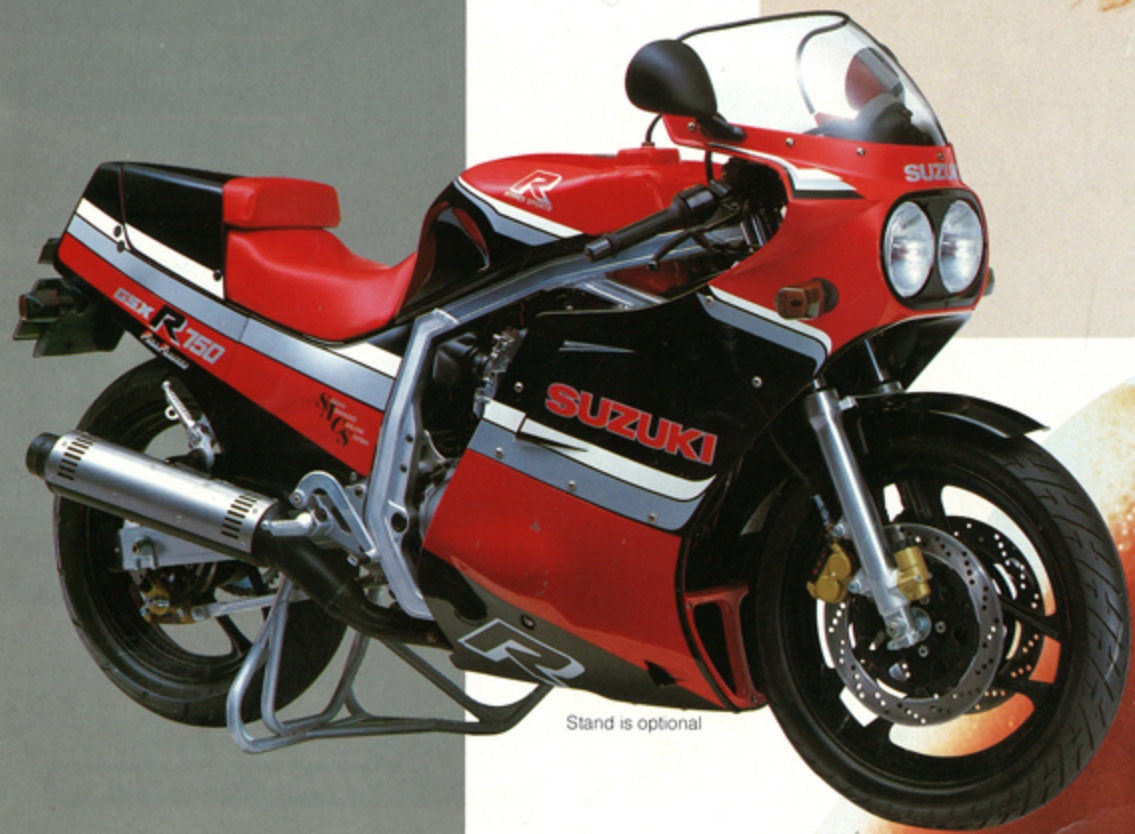


GSXR750

Hyper Sports



Stand is optional



SUZUKI



TSCC (Twin Swirl Combustion Chamber)

Large-capacity oil cooler

Front disc brakes

Hydraulic clutch

4-into-1 exhaust system

Magnesium cylinder head cover

Rear torque link

6-speed transmission

DAIS (Direct

Air Intake System)

PDF (Positive Damping Fork)

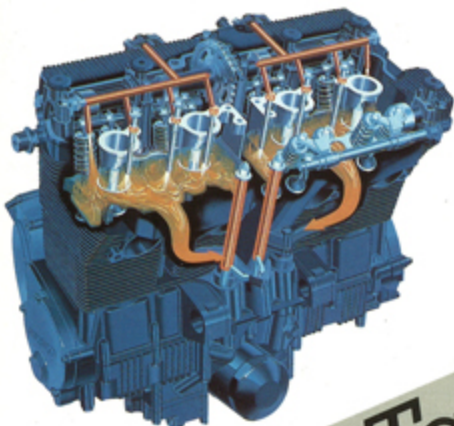
Flat-slide carburetor

Deca Piston Brake System

GSX-R750

Hyper Sports

SACS Is Simply Cooler And Lighter



The GSX-R1100 engine is cooler, lighter and mechanically less complicated. The secret is in SACS (Suzuki Advanced Cooling System) that uses part of the engine oil for cooling. The oil is jetted at high speed through eight nozzles to the cylinder head where it more effectively absorbs heat. The oil is then returned to the sump, where it joins the lubrication oil before being cooled in a high-capacity cooler. The results of Suzuki's technological innovation are oil temperatures that are

some 40°C cooler than those in water-cooled engines, a reduction in parts and an overall lighter engine.

What It Takes to Be the Champion

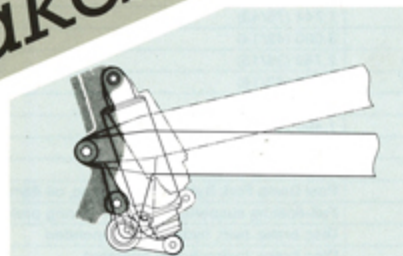
Race-Winning MR-ALBOX Frame

Rigid and lightweight, the Suzuki MR-ALBOX frame is computer designed for ideal strength and light weight. The multi-rib box design of this advanced aluminum alloy frame is stronger where stress is greatest while weighing in at a very light 8.1kg.



New Full-Floater Suspension

Suzuki's proven Full-Floater Suspension has been further improved for the GSX-R series. A new free-rolling eccentric cam set

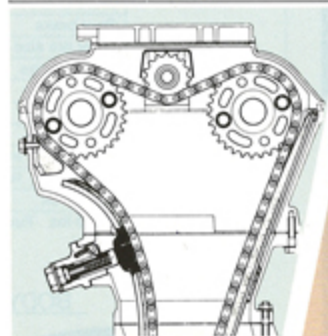


at the point connecting the lightweight aluminum swing arm and the rear cushion lever rotates as the suspension is compressed to alter the spring-load to axle-load ratio. The effect for the rider is ideal suspension response in virtually every riding condition — from full-out straights to road-hugging corners. This design is also smaller, reduces the number of parts by 35 percent and trims the suspension system weight by 50 percent.

Computer-Designed Pistons are Lighter and More Friction-Free



Precise Double Cam Chain Tensioner



In addition to a standard cam chain tensioner, Suzuki installed an idler sprocket on the cylinder head to maintain smooth, vibration-free chain operation. Valve timing stays accurate — even at high RPM where it is most critical.

Suzuki employed strict computer analysis to determine the ideal weight ratios of the reciprocating parts — pistons, connecting rods and crankshaft. The computer converted each part into a precise mathematical model and analyzed the various stress points. Excess material was then stripped from unnecessary areas to greatly reduce weight. Yet component strength was actually increased through maintaining an ideal balance.



Exceptional Standard Equipment



Well-Designed Cockpit

All instruments are placed for easy confirmation at a glance to keep the rider's eyes on the road.



Large, 19-Liter Fuel Tank

Long rides and endurance racing will not have to end for lack of fuel with the large-capacity fuel tank.

Tailpiece cover is optional



Detachable Rear Seat

The rear seat provides ample room for a passenger or can be removed for racing.



Dual Halogen Headlights

Both the 60W and 55W lamps can be easily adjusted from behind the fairing during servicing.



SPECIFICATIONS

DIMENSIONS AND DRY MASS	Overall length	2,115 mm (83.3 in)	
	Overall width	745 mm (29.3 in)	
	Overall height	1,215 mm (47.8 in)	
	Wheelbase	1,455 mm (57.3 in)	
	Ground clearance	125 mm (4.9 in)	
	Seat height	795 mm (31.3 in)	
	Dry mass *	176 kg (388 lbs)	
PERFORMANCE	Maximum power	73.6 kW (100 PS) at 10,500 r.p.m. (DIN)	
	Maximum torque	70.6 N-m (7.2 kg-m, 52.1 lb-ft) at 9,000 r.p.m.	
ENGINE	Type	Four-stroke, air-cooled with SACS, DOHC, TSSC	
	Number of cylinders	4	
	Bore	70.0 mm (2.756 in)	
	Stroke	48.7 mm (1.917 in)	
	Piston displacement	749 cm ³ (45.7 cu. in)	
	Compression ratio	10.6 : 1	
	Carburetor	MIKUNI VM29SS, four	
	Starter system	Electric	
	Lubrication system	Wet sump	
	TRANSMISSION	Clutch	Wet multi-plate type, hydraulically operated
Transmission		6-speed constant mesh	
Gearshift pattern		1-down, 5-up	
Primary reduction		1.744 (75/43)	
Final reduction		3.000 (42/14)	
Gear ratios		Low	2.769 (36/13)
		2nd	2.062 (33/16)
		3rd	1.647 (28/17)
		4th	1.400 (28/20)
		5th	1.227 (27/22)
Top	1.095 (23/21)		
CHASSIS	Front suspension	Posi Damp Fork System, coil spring, oil damped, spring preload 4-way adjustable	
	Rear suspension	Full-floating suspension system, spring preload fully adjustable, damping force 4-way adjustable	
	Front brake	Disc brake, twin, hydraulically operated	
	Rear brake	Disc brake, hydraulically operated	
	Front tire size	110/80VR18 V240.	
	Rear tire size	140/70VR18 V240.	
ELECTRICAL	Ignition type	Transistorized	
	Battery	12V 50.4 kC (14 Ah)/10 HR	
	Headlight	12V 60/55W × 2 pcs	
	CAPACITIES	Fuel tank	Incl. reserve *
Reserve			4.0 L (4.2/3.5 US/Imp qt)
Engine oil		3.6 L (3.8/3.2 US/Imp qt)	

*CA Model: Dry mass: 390 lbs Fuel tank capacity: 5.0 US gal.

BODY COLORS



7GF: Super White Champion Blue



7JK: Black Pearl Twinkle Red

SUZUKI MOTOR CO., LTD. reserves the right to change, without notice, equipment, specifications, colour, materials and other items to apply to local conditions.

SUZUKI MOTOR CO., LTD.
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