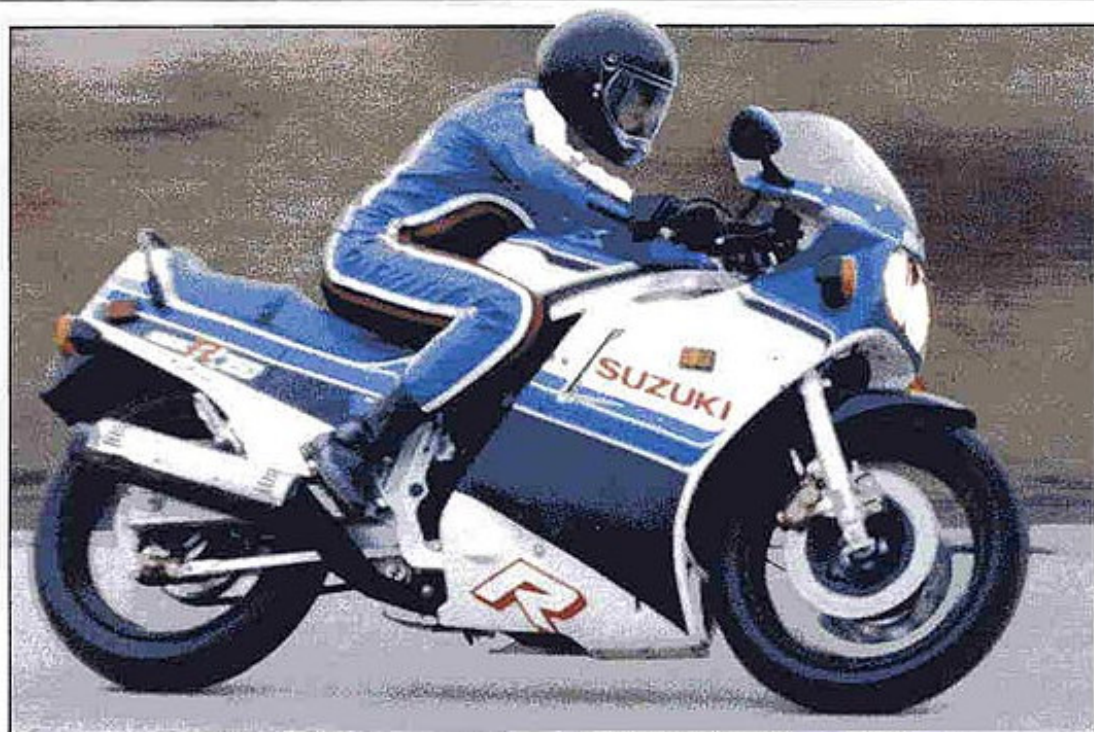


# GSX-R750



*Born as a bona fide championship racer, the GSX-R750 is now fully street legal.*

## World-Class, Right from the Day It Was Born!

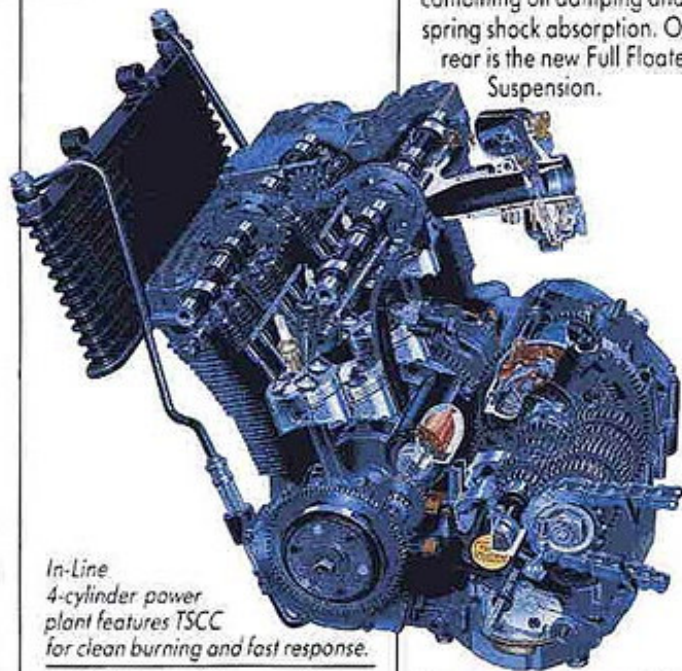
If any one motorcycle can claim to have dominated the world's racing circuits since its arrival on the scene, this is the one – the Suzuki GSX-R750 – the bike that Michel Mercier rode to the CMA #1 Plate for the Superbike class in 1985 and won the Lemans for 1985. And the GSX-R750 comes by its honours honestly. It was born as a bona fide racing machine, then carefully modified by Suzuki's

world-acclaimed engineering team, to be the hottest bike around. In fact, it was actually detuned from 130 to 100 H.P. to become the sport rider's dream-come-true... 388 pounds of performance that's unlike anything else in its class.

**Suzuki engineers built the ideal engine** for this light, lively machine. It's an in-line design, 4 cylinders with 16-valves, 29mm flat-slide Mikuni carburetors, and the new Twin Swirl Combustion Chambers for fast, clean fuel burning. It cranks out over 100 H.P.



*The GSX-R750 frame is extruded aluminum, for remarkable strength and lighter weight.*



*In-Line 4-cylinder power plant features TSCC for clean burning and fast response.*

at 11,000 r.p.m., for an exciting 1:1.76 kg/hp power-to-weight ratio. No wonder it's burning up the tracks – and burning out the competition!

**The cooling system** in a motorcycle that's so out-of-the-ordinary has to be extraordinary in itself. The GSX-R750 combines air and

oil in a unique cooling system – air by means of tightly packed cylinder fans, oil in the Suzuki Advanced Cooling System, a new design that uses the same fluid for cooling as it does for lubrication. The engine runs at 100°C maximum even under extended full throttle. It's lighter in weight, has fewer parts, needs less attention. The GSX-R750 puts its energy to the best of use, through a 6-speed, close-ratio transmission and hydraulic clutch release.

**Check these other engine highlights** – and there are lots of them! Suzuki's Direct Air Intake System uses an extra large 8-litre air cleaner and produces higher intake efficiency. A magnesium cylinder head cover and a 4-into-1 vortex header muffler both save precious weight while improving performance. Cam chain chatter is eliminated with a special cam chain idler sprocket. In fact, just about every component of the power plant has been designed both to cut weight and boost output.

**The suspension system** of the GSX-R750 deserves special attention. In front is Suzuki's Posi-Damp Fork: 4-way adjustable, combining oil damping and coil-spring shock absorption. On the rear is the new Full Floater Suspension.

As a result, you have the best of all worlds – cruising comfort, solid cornering, and complete confidence in your bike's ability to cope with any street in the world.

**Frame design** is another area where the GSX-R750 shows off its racing heritage. The tubes are multi-rib extruded aluminum, square in profile. The overall frame weight is a mere 7.8 kg (18 lbs.), yet not one ounce of strength has been sacrificed.

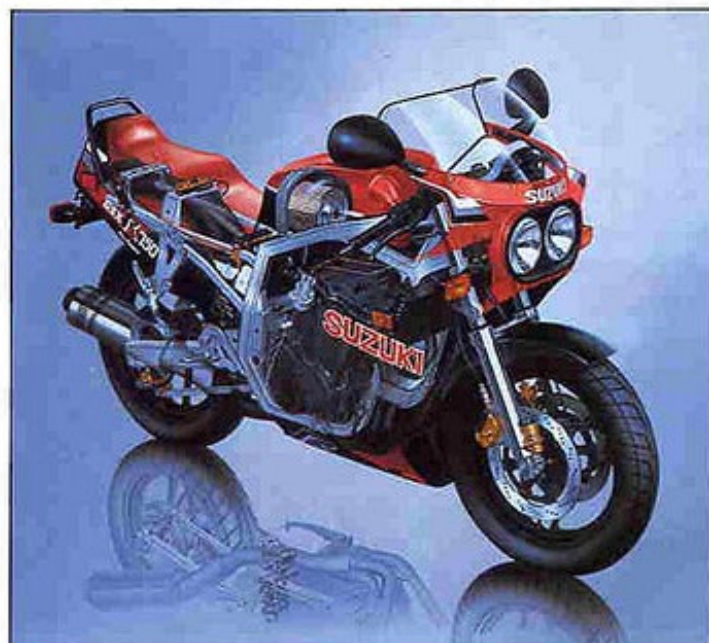
**Now, what about braking?** The GSX-R750 has the best answer yet - Suzuki's exclusive



Here's race-winning 100 HP performance in a handsome, smooth-riding sport machine.

Decapiston system. Eight expanding pistons clamp those 300mm slotted front discs from **both** sides, so stopping is absolutely unbeatable.

In the rear, two more expanding pistons squeeze a big single disc. Again, safe, controlled stopping power!



The GSX-R750 boasts new colour schemes and a racy new seat design.

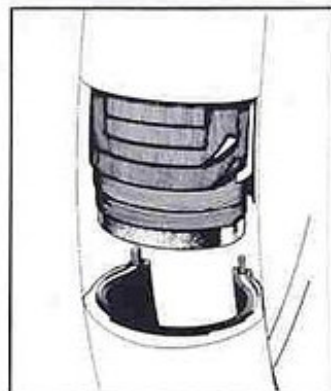
**For 1986, new styling touches** mark the evolution of the GSX-R750. You'll see a new solo seat along with a new single-piece seat design. New vents on the bottom fairings. A new muffler shield. Bold new colour schemes in white with blue and red with black. Yes, even new radial tires from a famous maker, to keep you rolling longer, more safely.

And then there are all those features that add up to big excitement.

Specially designed foot pegs. Transistorized ignition.

Foam-mounted instruments. And a slim, low-to-the-ground profile that lets you lean into a corner at a 55° angle!

**So it's no wonder** the GSX-R750 has so completely dominated the Endurance racing scene since its birth. And no wonder so many sport riders have taken the GSX-R750 to their hearts, all round the world. Because this is a "world-class" machine - in every sense of the word.



Radial tires now give you longer life, surer traction.

## SPECIFICATIONS

**Engine Type:** Four-stroke, DOHC, 16 valve, new twin swirl combustion chambers (TSCC), 4 cylinders, liquid (oil) cooled with Suzuki advanced cooling system (SACS)

**Displacement:** 749 cc

**Bore & Stroke:** 70.0 mm x 48.7 mm

**Compression Ratio:** 10.6:1

**Carburetor:** Mikuni VM29SS, four

**Lubrication:** Wet sump

**Ignition:** Transistorized

**Starter:** Electric

**Transmission:** 6-speed, constant mesh

**Final Drive:** #530 chain, O-ring sealed

**Overall Length:** 2115 mm (83.3 in.)

**Overall Width:** 745 mm (29.3 in.)

**Overall Height:** 1215 mm (47.8 in.)

**Seat Height:** 795 mm (31.3 in.)

**Wheelbase:** 1455 mm (57.3 in.)

**Ground Clearance:** 125 mm (4.9 in.)

**Dry Weight:** 176 kg (388 lbs.)

**Suspension:** Front: posi damp fork system (PDF) telescopic, coil spring oil damped, damper 4-way adjustable, spring preload 4-way adjustable

Rear: new full floater suspension system, oil damped, damper 4-way adjustable, spring preload, fully adjustable

**Brakes:** Deca Piston Front: disc brake, twin, hydraulically operated

Rear: disc brake, hydraulically operated

**Tires:** Front: 110/80VR 18 V240, radial

Rear: 140/70VR 18 V240, radial

**Fuel Tank Capacity:** 19.0 l (4.2 Imp. gal.)

**Colour:** Black/Red, White/Blue



# GSX-R750R

## L I M I T E D E D I T I O N



Personalized, track ready—a unique sport motorcycle that truly reflects its owner's personality!

### "Limited" in Every Way but Power and Personality!

From the racing-type radiols to the gold-plated chain, from the gun-coat engine finish to the racing numbers... everything about the new Suzuki GSX-R750R Limited Edition tells you it's one-of-a-kind!

In fact, features are the rule, not



A dry clutch with adjuster gives quick, race-proved response.

the exception, on this track-ready, high-performance machine. That gold-plated chain, for example, is the first ever offered on a production bike. You can select your own racing number, thanks to the two

complete sets that come with the GSX-R750R. And from the classy blue wheels to the racer-type seat and tail cover, this one's designed to make itself noticed in the crowd.

**But performance** is the true measure of a motorcycle's personality. And the GSX-R750R is built for one purpose: to lead the field. Its powerful 749 c.c. 4-cylinder, TSCC, DOHC engine uses Suzuki's Advanced Oil Cooling System (SACS) to maintain the most efficient operating temperature no matter how hard you push it. And three factors contribute to its incredible response and control out there on the track. First is a racing-type clutch lever with adjuster and dry clutch, to deliver all its awesome engine power through to the road. Next mounted to the new electrically activated front forks (NEAS) come those big 310 mm floating front disc brakes, engineered to resist heat warpage under the severest use. Suzuki engineers

have even installed a specially designed hydraulic brake hose for reassuring reliability.

Finally, a unique three-point steering damper gives you amazing control at high-speeds. So you can lay on the throttle with a whole new kind of confidence!



Now, run your fingers over the engine. The surface has been precision-sandblasted to give it a unique sand-casting look. And that extra touch is typical of the care and concern Suzuki has devoted to building this extraordinary machine.

When you think about it, the all-new Suzuki GSX-R750 Limited Edition is just as unique a personality as you are. And just as exciting to know!

### SPECIFICATIONS

**Engine Type:** Four-stroke, DOHC, 16 valves, new twin swirl combustion chambers (TSCC), 4 cylinder, liquid (oil) cooled with Suzuki advanced cooling system (SACS)

**Displacement:** 749 cc

**Bore & Stroke:** 70.0 mm x 48.7 mm

**Compression Ratio:** 10.6:1

**Carburetor:** Mikuni VM29SS, four

**Lubrication:** Wet sump

**Ignition:** Transistorized

**Starter:** Electric

**Transmission:** 6-speed, constant mesh

**Final Drive:** #530 chain, O-ring sealed

**Overall Length:** 2115 mm (83.3 in.)

**Overall Width:** 745 mm (29.3 in.)

**Overall Height:** 1215 mm (47.8 in.)

**Seat Height:** 765 mm (30.1 in.)

**Wheelbase:** 1455 mm (57.3 in.)

**Ground Clearance:** 125 mm (4.9 in.)

**Dry Weight:** 176 kg (388 lbs.)

**Suspension:** Front: telescopic, coil spring, oil damped, spring preload, 4-way adjustable, with Suzuki new electrically activated suspension system (NEAS)

Rear: new full floater suspension system, gas/oil damped, damper 4-way adjustable, spring preload fully adjustable, remote reservoir

**Brakes:** Deca Piston Front: 310 mm disc brake, twin, floating type, hydraulically operated

Rear: disc brake, hydraulically operated

**Tires:** Front: 110/80VR18 V250, radial

Rear: 140/70VR18 V250, radial

**Fuel Tank Capacity:** 19.0 l (4.2 imp. gal.)

**Colour:** White/Blue