

 SUZUKI

GSX-R 750



The most advanced GSX-R750 ever.

From the moment it hit the streets in 1985, the Suzuki GSX-R750 was a groundbreaker. It established the racer-replica classification. Instantly became the best-selling high-performance 750cc machine. And dominated the racetrack from the start.

But winning races and riders every year demands ever-higher levels of performance. The GSX-R750 has, of course, evolved over the years. But for the year 2000, we bypassed evolution.

What you see before you is a totally redesigned marvel of engineering. A sportbike that pumps out more horsepower and torque. Is more compact. Weighs 13 kilograms less. And slices through the air better. This is the motorcycle to ring in the new millennium. The most advanced GSX-R750. Ever.



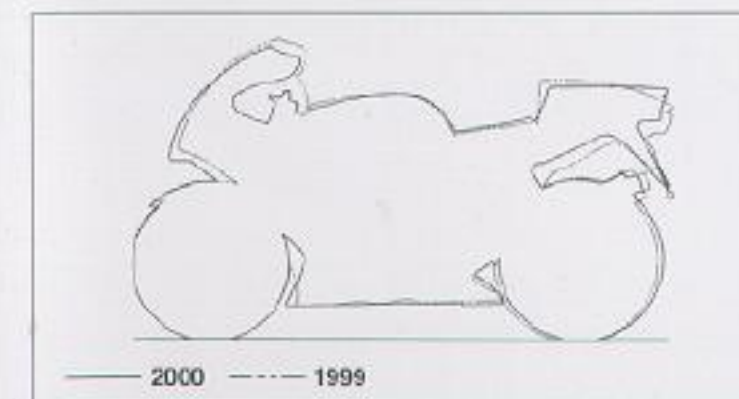
Racing Genes

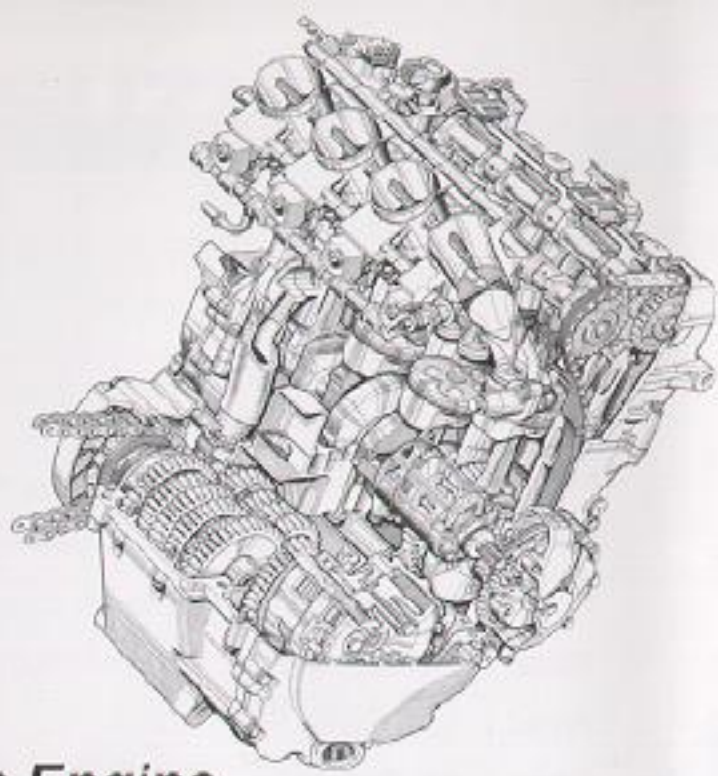
An exact science, racing is not. Winning doesn't come from designing the most aerodynamic bodywork or building the most powerful engine. It's a game of millimeters and ounces. Where lessons learned on the racetrack meld with intuition in a search for just the right combination that can give a team an edge.

Working hand-in-hand—and borrowing from the advancements that would carry the RGV500 to victory so many times in the 1999 World Championship season—Suzuki's best engine, chassis and electrical engineering talent found such a combination. And achieved a breakthrough in chassis geometry with the latest 4-stroke engine technology that was nothing short of a revelation.

The Chassis

The breakthrough in the GSX-R750's chassis design includes a more compact twin-spar aluminum alloy frame with a longer swingarm, carrying more weight on the front wheel. Despite the longer swingarm, the wheelbase was not significantly lengthened. Overall, the frame is shorter horizontally and vertically, lighter and offers more torsional rigidity per pound. And the new layout positions slightly more overall weight on the front wheel. All together, these changes improve turning ability, rear-wheel traction and straight-line tracking on the racetrack.





The Engine

The goal sounds impossible. Reduce weight and size while increasing power in a 4-cylinder, 16-valve, liquid-cooled DOHC engine that was already thought to stand at the pinnacle of its class.

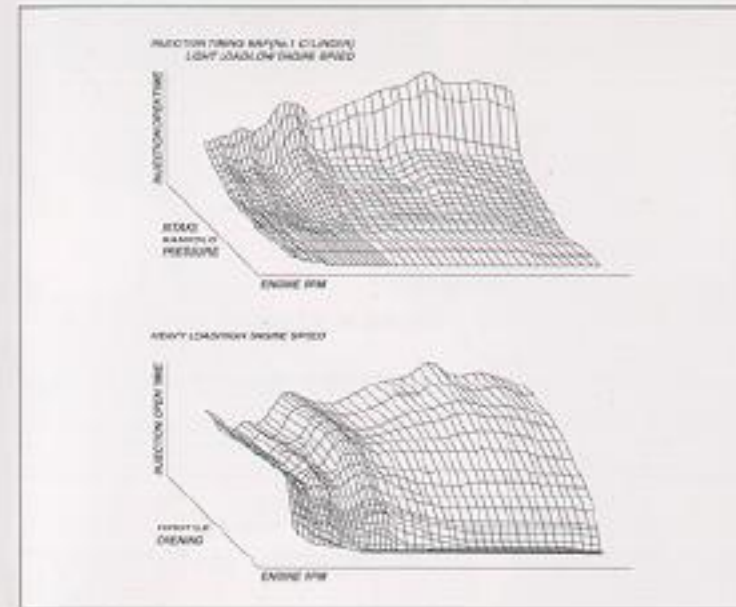
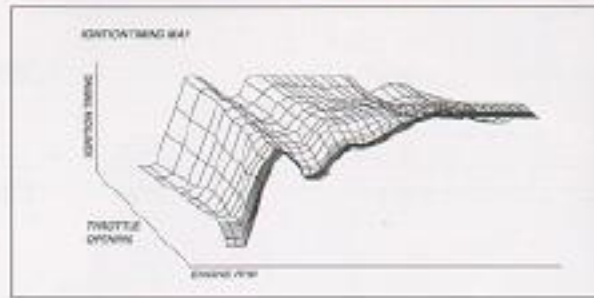
The success is in the details. Narrower valve angles make the combustion chamber more compact and allow the downdraft intake tract to be straighter. Hollow cams have thinner walls. Shot-peened connecting rods are smaller and lighter. Pistons are forged instead of cast, reducing wall thickness and weight. The crankshaft has smaller journals and an improved balance ratio, reducing size, weight and mechanical losses. And the cylinder block and upper crankcase are now cast as one piece, making the entire structure stronger and lighter.

All told, the GSX-R750's engine is now smaller in every dimension and lighter by five kilograms—yet produces 6.0 more horsepower.

Fuel Injection

The advantages of fuel injection are well known. More accurate fuel delivery, power and economy. Improved cold starting. And reduced emissions. The year 2000 GSX-R750's fuel injection system introduces something more: massively improved throttle response.

The key is an advanced 16-bit digital engine management and fuel injection system using a secondary butterfly valve in each tapered throttle body to control intake area and maintain intake velocity. The secondary butterfly valve is opened and closed by a servo motor controlled by the engine management system, which reads engine rpm and gear position. So while the primary butterfly



valve determines the maximum throttle opening, the secondary butterfly valve opens progressively to maintain maximum intake velocity. Which means even better throttle response and a healthy increase in low- to mid-rpm torque.

Throttle response and power output across the rpm range are also improved by new positioning of each fuel injector.

The new system also allows the use of a much larger SRAD (Suzuki Ram Air Direct) airbox intake, increasing maximum airflow and high-rpm power.

Compact Component Design, Improved Aerodynamics

To optimize the aerodynamics of a machine designed to be as compact and light as possible, special attention was paid to reducing frontal projected area. A smaller, lighter one-piece headlamp is fitted. The distinctive fairing nose is sculpted to direct air from the highest pressure point into reshaped ram-air intake ducts. The lower fairing is narrower below the radiator opening. And the turn signals are more compact and lighter.

Steering effort was reduced by incorporating improved, lighter four-piston front brake calipers and bringing the fork legs closer together, which further reduces frontal area. The front brake discs measure 320mm in diameter.

The fully-adjustable front fork offers 5mm more wheel travel. And the piggyback-reservoir rear shock, while shorter and lighter, carries a superbike-sized 46mm piston.



The 17-inch cast aluminum alloy wheels, shod in high-performance radial tires developed solely for the GSX-R750, are also lighter.

The year 2000 GSX-R750 is the new definition of 750cc high performance.

It owns the road. It owns the track. It owns the pole position into the new millennium.



GSX-R750

SPECIFICATIONS



L99: Pearl Suzuki Deep Blue / Pearl Still White



CY8: Pearl Lively Yellow / Pearl Novelty Black



CY9: Pearl Novelty Black / Metallic Sonic Silver

Engine type	4-cylinder inline, 4-stroke, DOHC Liquid cooled	Suspension	Rear Swingarm, progressive linkage, fully adjustable rebound / compression damping, 10 mm range spring preload
Bore x stroke	72.0 x 46.0mm	Wheels	Front 3.50x17 inches, cast aluminum alloy
Displacement	749cc		Rear 5.50x17 inches, cast aluminum alloy
Compression ratio	12.0:1	Brakes	Front 4-piston calipers, 320mm dual discs
Carburetion	Fuel injection 42mm		Rear 2-piston caliper, 220mm disc
Oil capacity (overhaul)	NA	Tires	Front 120/70ZR17
Ignition	Digital electronic (Full Tr)		Rear 180/55ZR17
Starter system	Electric starter	Fuel tank	18.0/
Lubrication system	Wet sump	Overall length	2,040mm (80.3 inches)
Transmission	6-speed, constant mesh	Overall width	717mm (28.2 inches)
Primary drive ratio	78 / 42 (1.857 : 1)	Overall height	1,134mm (44.6 inches)
Final drive ratio	42 / 17 (2.470 : 1)	Wheelbase	1,410mm (55.5 inches)
Frame type	Twin-spar (aluminum alloy)	Ground clearance	130mm (5.1 inches)
Rake/trail	24.1 degrees / 94.1 mm (3.7 inches)	Seat height	829mm (32.6 inches)
Suspension	Front 43 mm Showa (inverted, inner cartridge) fully adjustable rebound / compression damping, 15 mm range spring preload	Dry weight	166kg (366 lbs)

FEATURES



Front wheel and disc brake



Rear wheel and disc brake



Passenger seat



Tail lamp

SUZUKI MOTOR CORPORATION reserves the right to change, without notice, equipment, specifications, colors, materials and other items to apply to local conditions. Each model might be discontinued without notice. Please inquire at your local dealer for details of any such changes. Actual body colors might differ slightly from the colors in this brochure.

- Always wear helmet, eye protection, and protective clothing ● Read your owner's manual carefully
- Enjoy riding safely
- Never ride under the influence of alcohol or other drugs

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 **SUZUKI**
Ride the winds of change