



2014 *GSX-R750*

GSX-R750



MSRP: \$12,999 / \$12,499 (Special Edition)

In 1985, Suzuki unleashed the GSX-R750 to the world, which would become the foundation for today's sportbikes. With unmatched engineering feats in light weight frames and power, it made its race track debut with a stunning victory at The Le Mans 24-hour World Endurance Championships!

Suzuki has remained true to the GSX-R's original concept with continued evolution the GSX-R750. The GSX-R750 remains the best choice for riders who appreciate a state-of-the-art 750cc engine combined with the compactness of a GSX-R600cc Supersport. When you ride a GSX-R750 you experience the breathtaking combination of outstanding race winning heritage, engine performance, crisp handling, compact size and light weight. It's a winning combination that has allowed over one million riders to experience the exhilarating rush any time, any place, anywhere.

The key to the GSX-R750's racetrack-conquering speed and agile handling is the pairing of its powerful inline four-cylinder, 16-valve 750cc engine with the lightweight, compact chassis of a 600cc Supersport. It's a winning combination that allows any rider to experience the exhilarating rush of a middleweight AMA Supersport bike.

For 2014: The GSX-R750 is available in Metallic Triton Blue / Pearl Glacier White and Glass Sparkle Black / Pearl Mira Red. The Special edition is available in Candy Daring Red / Glass Sparkle Black.



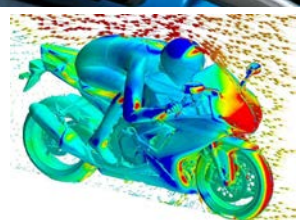
TOP 10 FEATURES



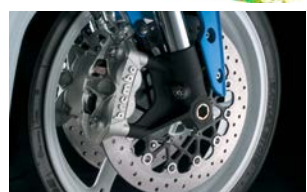
Powerful 750cc 4-stroke, liquid-cooled inline 4-cylinder engine features camshaft profiles with an aggressive valve-lift curve, shot-peened conrods, chrome-nitride-coated upper compression and oil control rings, pentagonal ventilation holes and a race-proven oversquare bore/stroke ratio for outstanding engine performance on the road or track. A Championship winning engine in a class of its own!



Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two race-developed engine control maps that regulate the Suzuki fuel injection, secondary throttle valve and ignition system to suit personal preference or riding conditions, such as going from the street to a racetrack or breaking in a new rear tire. SDMS allows the rider to select full engine power or reduced power with softer throttle control when desired. A switch is conveniently located on left handlebar for easier operation.



Lightweight, aerodynamic bodywork, with twin vertically-stacked headlights, features aggressive styling and uses fewer, thinner panels with less overlap, fewer seams and reduced front and rear overhang reduce bodywork weight without compromising Suzuki's strict quality and durability standards.



Twin lightweight, radial-mounted four-piston Brembo monobloc calipers with full-floating 310mm discs provide class-leading braking performance and exceptional handling. The 32mm caliper pistons are staggered to promote even pad wear, the trailing pistons offset relative to the pad centerline.



Electronically controlled steering damper provides lighter steering at slower speeds and more damping force on the racetrack and at highway speeds, providing consistent stability to suit various riding conditions.



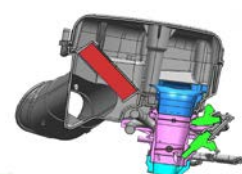
Lightweight and compact twin-spar aluminum frame made of five cast sections and cast swingarm are strong and rigid, while significantly decreasing weight.



Lightweight Showa Big Piston front Fork (BPF) (BPF) eliminates the internal cartridge assembly inserted into each fork leg and instead uses a single 37.6mm piston riding on the inside wall of the inner fork tube. This endurance-race-proven design, along with a lightweight fully adjustable Showa rear shock, delivers more effective, linear damping performance, resulting in better feedback to the rider for supreme handling.



New digital instrumentation features an analog tachometer with LCD readouts of the speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, shift light, S-DMS, gear position indicators, and built in lap timer.



Suzuki Dual Throttle Valve (SDTV) fuel injection system gives the GSX-R750 unrivaled performance and improved mileage. The SDTV design features dual fine spray 8-hole injectors per cylinder for improved fuel atomization and two butterfly valves per throttle body, providing more linear throttle response, increased torque and reduced emissions.



3-way adjustable foot pegs help offer a comfortable, ergonomic riding position for a variety of riders.

SUZUKI EDGE								
MODEL NAME:	2014 Suzuki GSX-R750	SUZUKI EDGE	2014 Yamaha YZF-R6	2014 Honda CBR600RR	2014 Kawasaki Ninja ZX-6R	2014 Triumph Daytona 675 ABS	2014 MV Augusta F3 800	2014 MV Augusta F3 675 (ABS)
MSRP:	\$12299 \$12,499 (SE)	The GSX-R750 represents an incredible value offering impressive performance. The GSX-R750 boasts state-of-the-art performance features like Brembo monobloc front brake calipers, Showa Big Piston Fork (BPF) front suspension and Suzuki Dual Throttle Valve fuel injection for a remarkably low MSRP that is aggressively priced into the 600-class. The power & torque of the GSX-R750 is just \$1,300 more than Yamaha R6, \$800 more than the Honda CBR600RR, and just \$600 more than the Yamaha Kawasaki ZX-6R.	\$10,990 \$11,190 (Team Blue/Red)	\$11,490 \$12,490 (ABS)	\$11,699 12,699 (ABS)	\$13,499 (ABS)	\$20,114	\$17,366
ENGINE								
Engine:	750cc liquid cooled, inline 4-cylinder, 16 valve, DOHC	The powerful 750cc 4-stroke, liquid-cooled engine in the GSX-R750 features more state-of-the-art features and race-developed technology than the competition, including camshaft profiles with an aggressive valve-lift curve developed through MotoGP technology, shot-peened conrods, chrome-nitride coated upper compression and oil control rings, and pentagonal ventilation holes – all of which provide the GSX-R750 with stunning power to match its impressive handling. Boasting 150cc larger displacement than the Yamaha R6 & Honda CBR600RR, 114cc larger than the Kawasaki ZX-R, 75cc larger Daytona 675 and MV Augusta F3.	599cc, liquid-cooled inline 4-cylinder, 16 valve, 4-stroke, DOHC	599cc, liquid-cooled, inline 4-cylinder, 16 valve, DOHC	636cc, liquid-cooled, inline-four cylinder, 16 valve, DOHC	675cc, liquid-cooled, in-line 3-cylinder, 12 valve, DOHC	798cc, liquid-cooled, in-line 3-cylinder, 4-stroke, 12 valve, DOHC	675cc, liquid-cooled, in-line 3-cylinder, 4-stroke, 12 valve, DOHC
Compression Ratio:	12.5:1	The GSX-R750 features an optimal compression ratio that is .3 higher than the Honda CBR600RR, resulting in maximum performance and improved engine efficiency.	13.1:1	12.2:1	12.9:1	N/A	13.3:1	13.3:1
Bore Stroke:	70.0mm x 48.7mm	Oversquare bore and stroke dimensions provide the GSX-R750 with an optimal balance between horsepower and torque and allows a higher RPM - resulting in class-leading performance and unmatched acceleration compared to the competition.	67.0mm x 42.5mm	67.0mm x 42.5mm	67.0mm x 45.1mm	76.0mm x 49.6mm	79.0mm x 54.3mm	79.0mm x 45.9mm

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Fuel System:	Suzuki Dual Throttle Valve (SDTV) fuel injection utilizing 42mm throttle bodies	The GSX-R750 features the exclusive, state-of-the-art Suzuki Dual Throttle Valve (SDTV) fuel injection system, developed through Suzuki racing technology featuring dual fine spray 8-hole injectors per cylinder for improved fuel atomization, giving the GSX-R750 exceptional performance and improved fuel efficiency. The SDTV system is a state-of-the-art design featuring two butterfly valves per throttle body – one operated by the rider, and one operated by the ECM, which monitors engine RPM and gear position to optimize intake air velocity and complete combustion to provide more linear throttle response, increased torque and reduced emissions.	EFI 41mm Throttle bodies	DSFI 40mm Throttle bodies	DFI 38mm Throttle bodies	EFI	EFI	EFI
Transmission:	6-speed constant mesh	The GSX-R750 features 6-speed close-ratio transmission with vertically staggered shafts that reduce overall engine length and weight, providing legendary GSX-R championship-winning performance. The GSX-R750's gearbox features close gear ratios giving it better take-off, straight-line acceleration and drive out of corners than the competition.	6-speed	6-speed	6-speed	6-speed	6-speed	6-speed
CHASSIS								
Brakes Front:	Dual disc brake. Radial mounted lightweight Brembo monobloc four-piston calipers with 32mm pistons, full-floating 310mm discs.	The GSX-R750 boasts high-quality twin radial-mounted Brembo monobloc front brake calipers and large 310mm full-floating discs that provide outstanding braking performance and stopping power. These lightweight Brembo monobloc calipers feature rigid construction and large piston area for unrivaled braking performance by providing the rider with more consistent power and better feel at the lever. The front brake lever is easily adjustable six ways to suit rider preferences, offering a customized fit to better suit more riders	Dual disc brake, 310mm discs	Dual disc brake, 310mm discs	Dual disc brake, 310mm discs	Dual disc brake; 310mm discs	Dual disc brake; 320mm discs	Dual disc brake; 320mm discs
Brakes Rear:	Disc brake, Nissin single piston caliper, 220mm disc	A high-quality light weight Nissin rear brake caliper and 220mm rotor provide the GSX-R750 with impressive braking performance and handling.	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc	Disc brake, 220mm disc
Curb Weight:	419 lbs (190kg)	The GSX-R750's 419-lb curb weight is competitively-light, compared to 600cc sportbikes, and is over 4 lbs lighter than the Kawasaki Ninja ZX-6R, offering outstanding power and superior handling with an extra 150cc of pure performance at a substantially lower curb weight than bikes in the 600-class.	417 lbs.	410 lbs.	423 lbs. 427.8 lbs (ABS)	405 lbs	381.4 lbs Dry weight	381.4 lbs Dry weight

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Final Drive:	RK525ROZ5Y, 116 links	The GSX-R750 features a high-quality 116-link RK brand chain for delivering maximum performance from the GSX-R750's powerful Suzuki fuel-injected 4-stroke engine.	O-ring chain	O-ring chain	X-ring chain	O-ring chain	O-ring chain	O-ring chain
Fuel Tank Capacity:	4.5 US gal. (17.0L) 4.2 US gal. (16.0L) CA	A large 4.5 gallon fuel tank is an optimal size to accommodate long rides, while keeping the GSX-R750 lightweight and agile. The Suzuki fuel-injected engine in the GSX-R750 is also well-suited for extended range riding, producing excellent power and performance with exceptional fuel efficiency.	4.5 US gal.	4.8 US gal	4.5 US gal.	4.6 US gal.	4.36 US gal.	4.36 US gal.
Overall Length:	79.9 in.(2030mm)	The GSX-R750 has less overall length than the Yamaha YZF-R6 and Kawasaki ZX-6R, with less front and rear overhang, resulting in superior handling and performance on the road or track.	80.3 in.	N/A	82.1 in	80.4 in.	81.0 in.	81.0 in.
Wheelbase:	54.7 in (1390mm)	The GSX-R750 features a competitive wheelbase offering superb handling and performance. The GSX-R750 wheelbase better centers the combined rider/machine mass between the wheels, improving racetrack cornering and also shortening the reach between the seat and the handlebars.	54.1 in.	53.9 in.	54.9 in.	54.1 in.	54.33 in.	54.33 in.
Seat Height:	31.9 in.(810mm)	The GSX-R750's low 31.9-inch seat height is over 1.5 inches lower than the Yamaha YZF-R6 and almost half an inch lower than the Honda CBR600RR & Kawasaki ZX-6R allowing a wider variety of riders to have a low, centered riding position.	33.5 in.	32.3 in	32.7 in.	32.7 in.	31.69 in.	31.69 in.
Suspension Front:	Inverted, telescopic, lightweight 41mm Showa Big Piston front-Fork (BPF). Compression and rebound adjustable, 4.7-in travel.	The GSX-R750 features a revolutionary, race-developed lightweight Showa Big Piston Fork (BPF) inverted front suspension. The large 37.6mm pistons inside each 41mm fork tube produce 4.7 inches of wheel travel for effective, accurate and linear damping performance which, along with the GSX-R750's lightweight wheels, powerful Brembo monobloc front brake calipers and light curb weight, result in ultimate performance, handling and superb feedback to the rider, especially noticed during hard braking and at corner entry.	41mm inverted fork, 4.5-in travel	41mm Inverted BPF fork, N/A-in. travel	41mm Inverted SFF-BP fork, 4.7-in. travel	43mm inverted fork, 4.3-in. travel	43mm inverted fork, 4.92-in. travel	43mm inverted fork, 4.92-in. travel
Suspension Rear:	Lightweight Showa single shock. Link type, coil spring, oil damped external rebound and compression adjustable with adjustable ride height. 5.1-in travel.	The GSX-R750 boasts a high-quality Showa rear shock that features externally adjustable rebound and compression damping, along with adjustable spring preload for more precise control and superb handling on the road or track than the competition. The GSX-R750 boasts almost half an inch more rear suspension travel than the Yamaha YZF-R6 & MV Augusta F3.	Single shock; 4-way adjustable, 4.7-in. travel	Single shock; adjustable, 5.1-in. travel	Single shock, adjustable, 5.3-in. travel	Single shock, adjustable, 5.2-in. travel	Single shock, adjustable, 4.8-in. travel	Single shock, adjustable, 4.8-in. travel

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Tires Front:	120/70ZR-17	The GSX-R750 features a high-quality Bridgestone Battlax 120/70ZR 17" front tire that provides ultimate performance and superior grip in a variety of road conditions.	120/70ZR-17	120/70ZR-17	120/70ZR-17	120/70ZR-17	120/70ZR-17	120/70ZR-17
Tires Rear:	180/55ZR-17	The GSX-R750 features a high-quality Bridgestone Battlax 180/55ZR 17" rear tire that provides ultimate performance and superior grip in a variety of road conditions.	180/55ZR-17	180/55ZR-17	180/55ZR-17	180/55ZR-17	180/55ZR-17	180/55ZR-17
Warranty	12 Month unlimited mileage limited Warranty	The GSX-R750 features Suzuki's 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP).	12 month limited warranty	12 month limited warranty	12 month limited warranty	24 month limited warranty	24 month limited warranty	24 month limited warranty