

EDGE Product Comparison Guide

2017 GSX-R750



GSX-R750

SUZUKI



GSX-R750



Suzuki Drive-mode Selector (S-DMS) and automatic Electronic Steering Damper helps the rider control the motorcycle with confidence.

Trim, compact and agile chassis is the size of a 600cc sportbike but the GSX-R750 packs the horsepower punch like many 1000cc motorcycles.

Fully adjustable SHOWA suspension and strong BREMBO Monobloc front brakes complement the aluminum twin-spar frame.

Fuel-injected 750cc liquid-cooled, DOHC 16-valve four-cylinder engine delivers robust, linear power through entire RPM range.



Sharp GSX-R styling was developed on the racetrack, yet this motorcycle interfaces with the rider in a surprisingly comfortable fashion.

2017 GSX-R750 Overview

Three decades ago Suzuki revolutionized sport bikes with the introduction of the GSX-R750. Ever since then, the GSX-R750 has remained true to its original concept and championship-winning heritage. On the road or on the track, the GSX-R750 delivers a breathtaking combination of outstanding engine performance, crisp handling, compact size and light weight. Its secret is an unequaled pairing of 750cc performance with the lightweight, compact chassis of a 600cc Supersport, complemented by technologically advanced suspension front and rear. Try a GSX-R750 and you'll quickly realize this motorcycle defines performance riding from the center of the sportbike class.

This bike's mission is so pure and true, that the GSX-R750 is the only bike that adheres to the premise. The other motorcycles that are its "size" are powered by smaller engines that fail to live up to GSX-R-level performance. So for \$809 more than a CBR600RR a rider can get the exhilarating performance of the GSX-R750. A rider can get a GSX-R750 for just \$600 more than a Kawasaki ZX-6R or \$100 more than a Yamaha YZF-R6. And a rider contemplating a MV Augusta F3 675 can save \$1999 by selecting the GSX-R750 as it is truly motorcycling's great performance value.

Model: GSX-R750L7
Pricing: MSRP \$ 14,599
Colors: Glass Sparkle Black/Marble Daytona Yellow, Pearl Glacier White, or Metallic Triton Blue

GSX-R750

TOP 10 FEATURES



Powerful 750cc 4-stroke, liquid-cooled inline 4-cylinder engine features aggressive camshaft profiles, shot-peened con-rods, chrome-nitride-coated upper compression and oil control rings, pentagonal ventilation holes and a race-proven over square bore/stroke ratio for outstanding engine performance on the road or track.



Suzuki Drive Mode Selector (S-DMS) offers handlebar-mounted, push-button selection of two modes that change the engine power delivery to suit personal preference or riding conditions, such as going from the street to a racetrack. S-DMS allows the rider to select full engine power or reduced power with softer throttle control when desired.



Lightweight, aerodynamic bodywork, with twin vertically-stacked headlights, features aggressive styling and uses fewer panels that are thinner with less overlap, less seams and reduced front and rear overhang to 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 aid 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 automatically 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.



Low-mass and compact twin-Spar aluminum frame is constructed of five, precision cast sections producing a chassis that's lightweight and strong. The bridged, cast aluminum swingarm is equally light and rigid.



The lightweight Showa Big Piston Front Fork (BPF) eliminates complex valve parts and uses a single large-diameter piston to control damping force. This endurance-race-proven design, along with a fully adjustable Showa rear shock, delivers more effective, linear damping performance, resulting in better feedback to the rider for superlative handling.



Analog and digital instrument panel features a sweep-face tachometer with LCD readouts of the speedometer, odometer, dual trip meter, reserve countdown, clock, coolant temperature/oil pressure indicator, programmable shift light, S-DMS and gear position indicators, plus the built-in lap timer.



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



The 3-way adjustable foot pegs help offer a comfortable, ergonomic riding position for a variety of riders. An optional, color-matched tail cowl is available to replace the passenger seat for solo riding style or track days.

MODEL:	2017 Suzuki GSX-R750	SUZUKI EDGE	2016 Honda CBR600RR	2016 Kawasaki ZX-6R	2016 MV Augusta F3 675	2017 Yamaha YZF-R6
MSRP:	\$12,299	<p>Three decades ago Suzuki revolutionized sport bikes with the introduction of the GSX-R750. Ever since then, the GSX-R750 has remained true to its original concept and championship-winning heritage. On the road or on the track, the GSX-R750 delivers a breathtaking combination of outstanding engine performance, crisp handling, compact size and light weight. Its secret is an unequaled pairing of 750cc engine performance with the lightweight, compact chassis of a 600cc Supersport.</p> <p>Even after thirty years, the 2017 GSX-R750 remains true to its original mission – a high-performance 750-class engine in a nimble, 600cc-sized chassis. This mission is so pure and true, that the GSX-R750 is the only bike that adheres to the premise. The other motorcycles that are its “size” are powered by smaller engines that fail to live up to the GSX-R performance. So for \$809 more than a CBR600RR a rider can get the exhilarating performance of the GSX-R750. A rider can get a GSX-R750 for just \$600 more than a Kawasaki ZX-6R or \$100 more than a Yamaha YZF-R6. And a rider contemplating a MV Augusta F3 675 can save \$1999 by selecting the GSX-R750 as it is truly motorcycling great performance value.</p>	\$11,490	\$11,699 (\$12,699 w/ABS)	\$14,298	\$12,199
NOTE: No other manufacturer offers a complete 750-class SuperSport model.						
ENGINE						
Engine:	750cc, 4-stroke, 4-cylinder, liquid-cooled, DOHC 16-valves	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 refined via through MotoGP use, shot-peened connecting rods, 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 and Honda CBR600RR, 114cc larger than the Kawasaki ZX-R, and 75cc more capacity than the MV Augusta F3 675, the GSX-R750 propels its diminutive chassis with breathtaking results.	599cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	636cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves	675cc liquid-cooled, 3-cylinder, 4-stroke, DOHC 12-valves	599cc liquid-cooled, 4-cylinder, 4-stroke, DOHC 16-valves
Bore & Stroke:	70.0 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 600-to-750cc competition.	67.0 x 42.5mm	67.0 x 45.1mm	79.0 x 45.9mm	67.0 x 42.5mm

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Compression Ratio:	12.5:1	The GSX-R750 features an optimal compression ratio 12.5:1, resulting in maximum performance and improved engine efficiency. This ratio and the efficient combustion chamber design permits the engine to use 90-octane fuel which is considered mid-grade and is priced lower than premium.	12.2:1	12.9:1	13.0:1	13.1:1
Rider Aids:	Suzuki Drive Mode Selector (S-DMS)	The Suzuki Drive Mode Selector (S-DMS) on the GSX-R750 lets rider's select engine power delivery to match preferences or riding conditions. The system's control over engine output feels so smooth and natural, it does not detract from riding enjoyment. The rider can select one of two modes. Easily controlled via a handlebar mounted rocker switch. Mode A delivers strong acceleration is suitable for spirited riding by skilled riders when the road conditions are very good. Mode B provides a very smooth power delivery. This is well suited for poor road conditions (debris or water are present).	None	Traction Control & Power Mode Selector	Traction Control & Quick-shift	Traction Control & Power Mode Selector
Fuel System:	Suzuki Electronic Fuel Injection utilizing 42mm Suzuki Dual Throttle Valve (SDTV) equipped throttle bodies	The GSX-R750 boasts the exclusive, state-of-the art, Suzuki Dual Throttle Valve (SDTV) electronic fuel injection system, featuring dual 8-hole, fine-spray injectors per cylinder, and two butterfly valves in each throttle body barrel. The primary valve is controlled by the rider via the throttle, and the secondary valve is controlled by the ECM system. This SDTV system delivers excellent drivability and coupled with the GSX-R750's Suzuki Ram Air Direct (SRAD) system, helps the motorcycle deliver additional horsepower as road speed increases.	EFI	EFI	EFI	EFI
Final Drive:	Chain (RK sealed 525 O-ring)	The GSX-R750 comes with a special-strength, high-quality chain that has lubricants sealed inside the plates and rollers via O-rings for long life and quiet operation. The 525 size chain was specially developed to handle the performance from the bike's 750cc engine but is lightweight in comparison to the chains used on the many of its competitors.	Chain	Chain	Chain	Chain
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	Chain

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CHASSIS						
Front Brakes:	Twin 310mm discs, four-piston BREMBO Monobloc calipers	The epitome of braking performance in the class, the GSX-R750 has a lightweight, hollow three-spoke cast aluminum front wheel fitted with two, large 310mm floating brake rotors gripped by BREMBO monobloc hydraulic, quad-piston calipers that deliver superb braking performance.	Dual 310mm discs, 4-piston calipers (ABS equipped)	Dual 310mm discs, 4-piston calipers (ABS optional)	Dual 320mm discs, 4-piston calipers (ABS equipped)	Dual 320mm discs, 4-piston calipers (ABS equipped)
Rear Brakes:	Single 220mm disc, single-piston NISSIN caliper	Mounted to a lightweight cast aluminum rear wheel, the GSX-R750 has a 220mm rear rotor and strong NISSIN brake caliper provide controllable, consistent stopping power for reliable stopping performance.	Single 220mm disc, twin piston caliper (ABS equipped)	Single 220mm disc, twin piston caliper (ABS optional)	Single 220mm disc, twin piston caliper (ABS equipped)	Single 220mm disc, twin piston caliper (ABS equipped)
Curb Weight:	419 lbs. (190 kg)	The GSX-R750's 419-lb curb weight is competitively-light, compared to 600cc sportbikes. As a 750 it matches the weight of the revised Yamaha YZF-R6 and is over 8 pounds 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.	410.0 lbs.	427.8 lbs.	381.4 lbs. <i>(Dry weight)</i>	419.0 lbs.
Fuel Tank:	4.5 US gal. (17.0L) CA Model 4.2 US gal. (16.0L)	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.	4.8 US gal.	4.5 US gal.	4.36 US gal.	4.5 US gal.
Wheelbase:	54.7 in. (1390mm)	The GSX-R750 features a competitive wheelbase offering superb handling and performance. The GSX-R750's 54.7 inch wheelbase (shorter than the Kawasaki ZX-6R and similar to lower performance 600cc sportbikes) better centers the combined rider/machine mass between the wheels, improving racetrack cornering and also shortening the reach between the seat and the handlebars. Careful positioning of the swingarm pivot location, made possible by the engine design, also contributes to the motorcycle's superb handling behavior.	53.9 in.	54.9 in.	54.3 in.	54.1 in.
Overall Length:	79.9 in. (2030mm)	The GSX-R750 has a shorter overall length than any 600cc supersport bike, with less front and rear overhang, resulting in superior handling and performance on the road or track. Careful design has produced a comfortable rider's cockpit and appropriate passenger accommodations that are not common for motorcycles of this size.	Not published	82.1 in.	81.01 in.	80.3 in.

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Overall Width:	28.0 in. (710mm)	Due to its well-designed four cylinder engine, the GSX-R750 is narrow and maneuverable with a 28-inch overall width that is as trim as most 600cc supersport bikes. The engine and sleek fairing are actually narrower than the specification indicates as the fairing-mounted mirrors provide an excellent rear view for maneuvering through traffic.	Not published	27.8 in.	28.5 in.	27.4 in.
Seat Height:	31.9 in. (810mm)	The GSX-R750 has an ideal 31.9-inch seat height that is the lowest of any Japanese 600cc supersport bike. This low seat and it's carefully crafted shape were designed to make it easier for riders to comfortably put both feet on the ground when stopped. The passenger seat and grab bar can be swapped out with a solo tail cowl to complete the racing heritage look.	32.3 in.	32.7 in.	31.7 in.	33.5 in.
Front Suspension:	Showa BPF-type, 41mm inverted telescopic, coil spring, oil damped, adjustable spring preload, compression & rebound damping: 4.7 in (120mm) travel	The GSX-R750 features the race-developed lightweight Showa Big Piston Fork (BPF) inverted front suspension. The BPF suspension eliminates complex valve parts and uses a single large-diameter piston to control damping force. This endurance-race-proven design has strong axle clamps to support the powerful BREMBO front brakes while delivering effective, linear damping performance that results resulting in better feedback to the rider for superlative handling.	41mm inverted telescopic forks, (travel not published)	41mm inverted telescopic forks, 4.7 in. travel	43mm inverted telescopic forks, 4.9 in. travel	43mm inverted telescopic forks, 4.7 in. travel
Rear Suspension:	Showa, link type, coil spring, oil damped, adjustable 7-step spring preload & rebound damping; 5.1 in (129.5mm) travel	The GSX-R750 boasts a strong, braced superbike-style aluminum swingarm and link-type rear Showa shock with spring preload and damping force adjustment provides better stability and consistent performance on a variety of road and racetrack conditions as compared to the competition. The GSX-R750 matches the rear suspension travel of the Honda CBR600RR, is 0.7 inches more than the MV Augusta F3 675, and 0.8 inches more than the 2017 YZF-R6.	Link style single shock, 5.1 in. travel	Link style single shock, 5.3 in. travel	Link style single shock, 4.8 in. travel	Link style single shock, 4.7 in. travel
Front Tire:	120/70-ZR17	Fitted to a 3-inch wide, three hollow-spoke cast aluminum wheel, the premium radial front tire on the GSX-R750 is designed for maximum grip. The tire's belting is configured to maximize the stopping power from the large, twin front brake rotors.	120/70-17	120/70-17	120/70-17	120/70-17

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Rear Tire:	180/55-ZR17	Mounted to GSX-R750's 5.5-inch wide cast aluminum rear wheel is a high-quality 180/55ZR 17" rear tire that compliments the performance and grip characteristics of the front tire. This tire's belting is configured to best transmit the power from the GSX-R750's engine which creates more torque than its smaller displacement competitors.	180/55-17	180/55-17	180/55-17	180/55-17
Color:	Glass Sparkle Black/Marble Daytona Yellow, Pearl Glacier White, or Metallic Triton Blue	The GSX-R750 is proudly offered in a bright white scheme, or black and yellow color-way, or a blue MotoGP motif. Each version displays the iconic GSX-R logo on each side of the fairing denoting that this GSX-R750 is continuing the legend that dominates the racetrack.	Black/White	Gray/Black	White, Red, or Silver	Black, Blue or White/Silver
Warranty	12 Month Unlimited Mileage Limited Warranty	The GSX-R750 is delivered with a 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP). These plans add years of protection, and can be transferred to the next owner and help maintain resale value.	12 month limited warranty	12 month limited warranty	24 month limited warranty	12 month limited warranty