



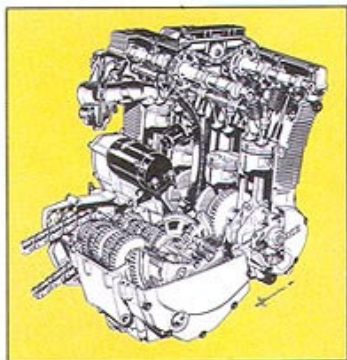
GSX-R750

**INTRODUCING 388
POUNDS OF PURE
RACE-PROVEN
PERFORMANCE!**

A motorcycle has to be special — very special — to make it in the world of Endurance racing. Suzuki's GS1000R did it, time and again, to earn international acclaim for its team of engineers.

And these are the very same engineers we turned loose on building a street-legal version of the GS1000R. We asked for a bike that's loaded down with endurance-type features — light, fast, sure-footed, responsive. And they gave us 388 pounds of solid excitement...the all-new Suzuki GSX-R750!

Built as a bona fide racer, this machine has actually been detuned for street use from 130 to 100 H.P.



This new engine is lighter, with redesigned pistons, connecting rod assemblies, crankshaft and magnesium cylinder head cover.

A racing motorcycle has to be stronger, more agile with better braking and handling than an ordinary street motorcycle. Its latest achievement: first-place in the famous 24-hour Bol d'Or

The GSX-R750's engine is a sports-rider's dream-come-true. Its specs include in-line, oil-cooled 4-cylinder with 16 valves, DOHC, TSCC and 29 mm flat-side Mikuni carburetors. That adds up to a husky 100 H.P. at 11,000 r.p.m. — and a tremendous power to weight ratio of 1: 1.76.

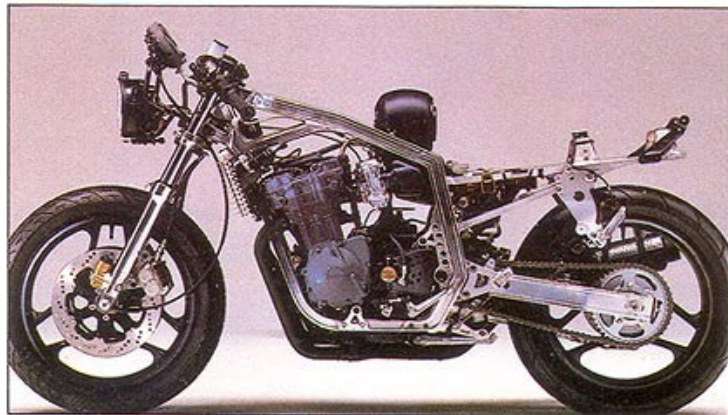
But for competitive racing, you can buy an optional kit to retune the engine up to its full 130 H.P., and race in major competitions around the world.

The cooling system in the GSX-R750 deserves a close look. Short, tightly packed fins on cylinders and head provide some air cooling. But the primary cooling comes from 5.6 litres of oil *inside* the engine, circulated to crank-shaft, camshafts and rocker arms by two oil pumps. Throttle response is heightened by a new direct air intake system and

flat-valve carburetor. And a whole list of other engine components have been modified to improve performance... lighter-weight pistons, connecting rod and crankshaft for smoother, longer-life operation at high revs; a new cam chain idler sprocket to eliminate chain chatter; an extra-large 8-litre air cleaner; a lighter-weight magnesium cylinder head cover; a 4-into-1 vortex header/muffler that's thermally-treated for lighter weight and engineered for better exhaust extraction.

And all that engine power is put smoothly into play with a 6-speed, close-ratio transmission and hydraulic clutch release. So you not only have a lot of power to play with but you have it under complete control...the mark of a thoroughbred in high-performance machines.

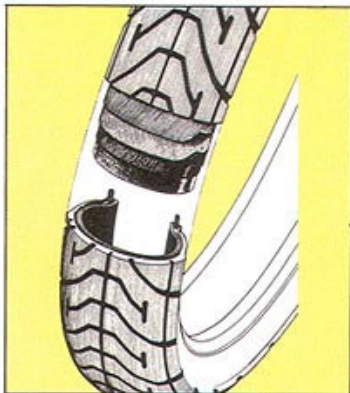
Check out the frame tubes. They're made with extruded aluminum - square with indented side walls - to reduce weight to 7.8 kg (18 lbs.) without sacrificing strength. That's another idea proved out on the race tracks of the world!



The aluminum square-tube frame is light in weight, yet strong and sturdy.

A new, improved suspension also helps the GSXR-750 more than hold its own on highway and byway.

Front-end Posi-Damp Forks respond positively to every kind of road conditions and also serve as an effective anti-dive unit. And better-than-ever damping performance is



Ultra low profile V range tires for maximum grip on dry or wet roads.



The Suzuki GSXR-750 winning the 1984 Bol D'or Endurance Race.

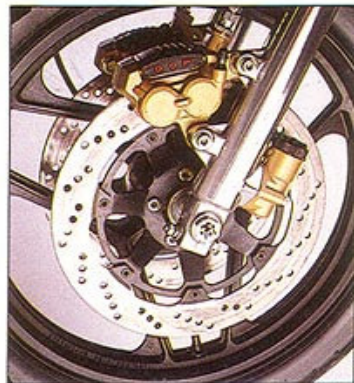
featured in the rear Full Floater suspension, thanks to a simplified design and lighter-weight construction.

Braking is equally advanced on the GSXR-750, thanks to Suzuki's exclusive Decapiston system. The 300 mm slotted discs on the front feature eight expanding pistons that clamp the discs from both sides - unquestionably a superior system for high-performance riding.

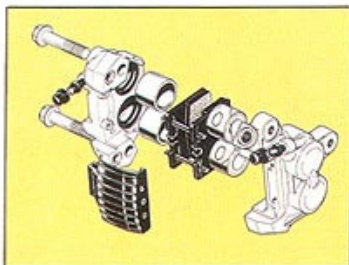
Rear braking uses two expanding pistons, with a floating disc brake caliper and torque link. Again, it's the only way to go for safe, dependable stopping.

A host of other features help the GSXR-750 stand out from the pack. For example, night-riding holds no fears for the rider, thanks to the dual 130 mm halogen headlights.

Colour treatment is bold, dramatic, just like the bike itself. The full,



Suzuki's Decapiston disc brakes use 10 expanding pistons for reliable stopping power.



Decapiston brake system

streamlined fairing adds true raciness to the lines. The slim engine design lets you bank at a surprising 55° angle. And the seat's less than 30 inches from the ground, so you really feel part of the machine.

Yes, the list goes on and on. Transistorized ignition. Foam-mounted instruments. Specially designed foot pegs. In fact, everything you learn about the GSXR-750 says "world-class"...because everything about it comes from world-class breeding.

