

2011

GSX-R 750



2011

GSX-R750



MSRP: \$11,999

The brand-new, redesigned 2011 GSX-R750 is the latest version of the original GSX-R - the championship-winning sport bike that is literally in a class of its own. While the unrivaled GSX-R750's only challenge is outdoing itself, the all-new 2011 model responds with bold styling and exceptional performance. On the road or on the track, the 2011 GSX-R750 delivers a riding experience that is a breathtaking combination of outstanding engine performance, swift handling, compact size and light weight. The key to the GSX-R750's racetrack-conquering speed and agile handling is the pairing of its powerful inline 4-cylinder, 16-valve 750cc engine into a lightweight, compact chassis.

It's a winning combination that will allow any rider to experience the exhilarating rush of a middleweight Supersport bike.

New for 2011: the GSX-R750 is available in new colors (Metallic Triton Blue/Glass Splash White and Glass Sparkle Black).



Glass Sparkle Black

TOP 10 FEATURES



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.



Redesigned lightweight, aerodynamic bodywork, with twin vertically-stacked headlights, features aggressive new styling and uses fewer, thinner panels with less overlap, fewer seams and reduced front and rear overhang to save nearly 7 lbs in bodywork weight without compromising Suzuki's strict quality and durability standards.



Twin lightweight, radial-mounted four-piston Brembo monoblock 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 by nearly 3 lbs.



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 unrivaled handling.



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



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.



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.



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.

SUZUKI EDGE

MODEL NAME:	2011 Suzuki GSX-R750	SUZUKI EDGE	2011 Yamaha YZF-R6	2011 Honda CBR600RR	2011 Kawasaki Ninja ZX-6R
MSRP:	\$11,999	The GSX-R750 represents an incredible value offering impressive performance. The GSX-R750 boasts more state-of-the-art performance features like Brembo front brakes, 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, at only \$800 more than 600-class bikes like the Honda CBR600RR.	\$10,690 - \$10,890	\$11,199	\$9,999
ENGINE					
Bore x 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 acceleration compared to the competition.	67.0mm x 42.5mm	67mm x 42.5mm	67.0 mm x 42.5 mm
Compression Ratio:	12.5:1	The GSX-R750 features an optimal compression ratio that is higher than the Honda CBR600RR, resulting in maximum performance and improved engine efficiency.	13.1:1	12.2:1	13.3:1
Engine:	750cc liquid-cooled, 4-stroke, inline 4-cylinder, DOHC	The powerful 750cc 4-stroke, liquid-cooled powerplant 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, 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 and performance.	599cc liquid-cooled 4-stroke, 4-cylinder, DOHC	599cc, liquid-cooled, 4-stroke, 4-cylinder, DOHC	599cc liquid-cooled, 4-stroke, 4-cylinder, DOHC
Fuel System:	Suzuki Dual Throttle Valve (SDTV) fuel injection	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. This high-performance technology can't be found on any of the competition.	EFI	EFI	EFI
Ignition:	Electronic (transistorized)	The GSX-R750 features an advanced, Suzuki race team-developed transistorized ignition control circuit that helps maintain more precise ignition timing across the range of engine temperatures, improving engine efficiency and maximizing performance.	Transistorized	Transistorized	Transistorized
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
CHASSIS:					
Brakes Front:	Dual disc brake. Radial mounted lightweight monoblock Brembo four-piston calipers with 32mm pistons, full-floating 310mm discs.	The GSX-R750 is the only bike in its class boasting high-quality twin radial-mounted Brembo monoblock front brake calipers and large 310mm full-floating discs that provide outstanding braking performance and stopping power. These lightweight Brembo monoblock 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	Disc brake, 300mm discs.
Brakes Rear:	Disc brake, Nissin single-piston caliper, 220mm disc	A high-quality Nissin rear brake caliper and 220mm rotor provide the GSX-R750 with impressive braking performance and handling.	220mm disc; single-piston caliper	Disc brake, 220mm disc	Disc brake, 220mm disc
Curb Weight:	419 lbs.	The GSX-R750's 419-lb curb weight is competitively-light, compared to 600cc sportbikes, and is over 2 lbs lighter than the Kawasaki Ninja ZX-6R, offering outstanding power and superior handling with an extra 150cc of performance at a substantially lower curb weight than bikes in the 600-class.	417 lbs.	410 lbs.	421.2 lbs.
Final Drive:	RK525R0Z5Y, 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 powerplant.	O-ring chain	O-ring chain	X-Ring Chain

SUZUKI EDGE

MODEL NAME:	2011 Suzuki GSX-R750	SUZUKI EDGE	2011 Yamaha YZF-R6	2011 Honda CBR600RR	2011 Kawasaki Ninja ZX-6R
CHASSIS:					
Fuel Tank Capacity:	17.0L (4.5 US gallons) 16.0L (4.2 US gallons) CA model	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 powerplant 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 gal
Overall Length:	79.9 in.	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	82.3 in.
Wheelbase:	54.7 in.	The GSX-R750 features a shortened 54.7-inch wheelbase, which is almost half an inch shorter than the Kawasaki Ninja ZX-6R, offering superb handling and performance. The shorter 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.	55.1 in.
Seat Height:	31.9 in.	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 allowing a wider variety of riders to have a low, centered riding position.	33.5 in.	32.3 in.	32.1 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, Brembo front brakes and light curb weight, result in ultimate performance, handling and superb feedback to the rider, especially noticed during hard braking and at corner entry.	Inverted telescopic fork, 4.7-in travel	Inverted, cartridge-type, 4.7-in travel	Inverted fork, 4.7-in. wheel travel
Suspension Rear:	Lightweight Showa single shock. Link type, coil spring, oil damped external rebound and compression adjustable. 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 ride height 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.	Single shock; 4-way adjustable, 4.7-in travel	Single adjustable shock, 5.1-in travel	Single shock, 5.3 in travel
Tires Front:	120/70ZR17M/C (58W), tubeless	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.	120/70-ZR17	120/70ZR-17	120/70-ZR17
Tires Rear:	180/55ZR17M/C (73W), tubeless	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.	180/55-ZR17	180/55ZR-17	180/55 ZR17
Warranty:	12 Month Unlimited Mileage Limited Warranty	The GSX-R750 features Suzuki's industry-leading 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

SUZUKI EDGE

MODEL NAME:	2011 Suzuki GSX-R750	SUZUKI EDGE	2011 Yamaha YZF-R1	2011 Honda CBR1000RR	2011 Kawasaki Ninja ZX-10R
MSRP:	\$11,999	The GSX-R750 boasts unrivaled performance and superb handling at a remarkably low MSRP, offering a better value than the competition. It's packed with state-of-the-art performance features like Brembo front brakes, Showa Big Piston Fork (BPF) front suspension, and Suzuki Dual Throttle Valve (SDTV) fuel injection, which you won't find on the competition. The GSX-R750's low MSRP is \$1591 lower than the Yamaha YZF-R1, \$1400 lower than the Honda CBR1000RR and \$1800 lower than the 2011 Kawasaki ZX-10R.	\$13,590 - \$13,790	\$13,399	\$13,799
ENGINE					
Bore x 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 acceleration compared to the competition.	78.0mm X 52.2mm	76mm x 55.1mm	76.0mm x 55mm
Compression Ratio:	12.5:1	The GSX-R750 features an optimal compression ratio that is higher than the Honda CBR1000RR, resulting in maximum performance and improved engine efficiency.	12.2:1	13.3:1	12.2:1
Engine:	750cc liquid-cooled, 4-stroke, inline 4-cylinder, DOHC	The powerful 750cc 4-stroke 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, shot-peened conrods, chrome-nitride-coated upper compression and oil control rings, and pentagonal ventilation holes. These features, along with the GSX-R750's lighter chassis, provide outstanding power, class-leading handling and better overall performance than the competition.	998cc, liquid-cooled 4-stroke DOHC	999cc, 4-stroke, liquid-cooled, DOHC	998cc 4-stroke, liquid-cooled, DOHC
Fuel System:	Suzuki Dual Throttle Valve (SDTV) fuel injection	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 unrivaled 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. This high-performance technology can't be found on any of the competition.	EFI	EFI	EFI
Ignition:	Electronic (transistorized)	The GSX-R750 features an advanced, Suzuki race team-developed transistorized ignition control circuit that helps maintain more precise ignition timing across the range of engine temperatures, improving engine efficiency and maximizing performance.	Electronic Ignition	Electronic Ignition	Electronic Ignition
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
CHASSIS:					
Brakes Front:	Dual disc brake. Radial mounted lightweight monoblock Brembo four-piston calipers with 32mm pistons, full-floating 310mm discs.	The GSX-R750 is the only bike in its class boasting high-quality twin radial-mounted Brembo monoblock front brake calipers and large 310mm full-floating discs that provide outstanding braking performance and stopping power. These lightweight Brembo monoblock 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, 310mm discs	Dual disc, 320mm discs	Dual disc, semi-floating 310mm discs
Brakes Rear:	Disc brake, Nissin single-piston caliper, 220mm disc	A high-quality 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
Curb Weight:	419 lbs.	The GSX-R750's light 419-lb curb weight is over 35 lbs lighter than the Yamaha YZF-R1, 20 lbs lighter than the Honda CBR1000RR and 17.6 lbs lighter than the Kawasaki Ninja ZX-10R, offering unrivaled power, unmatched handling and superior performance at a substantially lower curb weight than bikes in the 1000-class.	454 lbs.	439 lbs.	436.6 lbs.
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 powerplant.	O-ring chain	O-ring chain	Chain

SUZUKI EDGE

MODEL NAME:	2011 Suzuki GSX-R750	SUZUKI EDGE	2011 Yamaha YZF-R1	2011 Honda CBR1000RR	2011 Kawasaki Ninja ZX-10R
CHASSIS:					
Fuel Tank Capacity:	17.0L (4.5 US gallons) 16.0L (4.2 US gallons) CA model	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 powerplant in the GSX-R750 is also well-suited for extended range riding, producing excellent power and performance with exceptional fuel efficiency.	4.8 gal	4.7 US gal	4.5 gal
Overall Width:	28.0 in.	The GSX-R750 boasts less overall width than the Yamaha YZF-R1 and Kawasaki ZX-10R resulting in agile handling and superior performance.	28.1 in.	N/A	28.2 in.
Overall Length:	79.9 in.	The GSX-R750 has an optimal overall length that is over 1.5-inches shorter than the Yamaha YZF-R1 and Kawasaki ZX-10R, boasting less front and rear overhang, resulting in superior handling performance on the road or track.	81.5 in.	N/A	81.7 in.
Wheelbase:	54.7 in.	The GSX-R750 features an optimal 54.7-inch wheelbase, which is one inch shorter than the Yamaha YZF-R1, nearly 1.5-inches shorter than the Kawasaki ZX-10R and over half an inch shorter than the Honda CBR1000RR, offering superior handling, performance, and rider comfort on the road or track, especially while cornering.	55.7 in.	55.4 in.	56.1 in.
Seat Height:	31.9 in.	The GSX-R750's low 31.9-inch seat height is almost one inch lower than the Yamaha YZF-R1 and almost half an inch lower than the Honda CBR1000RR, allowing a wider variety of riders to have a low, centered riding position.	32.8 in.	32.3-in.	32.0 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, Brembo front brakes and light curb weight, result in ultimate performance, handling and superb feedback to the rider, especially noticed during hard braking and at corner entry.	Inverted fork, 4.7-in. travel	Inverted cartridge-type, 4.3-in. travel	Inverted telescopic, 4.7-in. travel
Suspension Rear:	Lightweight Showa single shock. Link type, coil spring, oil damped external rebound and compression adjustable. 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 ride height 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.	Single shock, 4.7-in. travel	Single shock, 5.4-in. travel	Link type, 5.5-in. travel
Tires Front:	120/70ZR17M/C (58W), tubeless	The GSX-R750 features a high-quality Bridgestone Battlax 120/70 17" front tire that provides ultimate performance and superior grip in a variety of road conditions.	120/70ZR17	1207/70ZR-17	120/70 ZR17
Tires Rear:	180/55ZR17M/C (73W), tubeless	The GSX-R750 features a high-quality Bridgestone Battlax 180/55 17" rear tire that provides ultimate performance and superior grip in a variety of road conditions.	190/55 ZR17	190/50ZR-17	190/55 ZR17
Warranty:	12 Month Unlimited Mileage Limited Warranty	The GSX-R750 features Suzuki's industry-leading 12 month unlimited mileage limited warranty with extended protection plans available from Suzuki Extended Protection (SEP).	12 month limited warranty	12 month s limited warranty	12 month limited warranty