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

Suzuki GB PLC
Steinbeck Crescent, Snelshall West, Milton Keynes, Buckinghamshire, MK4 4AE

www.gsx-r600.eu
www.gsx-r750.eu
www.suzuki.co.uk



OWN THE RACETRACK

GSX-R 750

GSX-R 600

It wasn't by accident that the original GSX-R750 redefined the high-performance Supersport and shocked the motorcycle world when it was introduced in 1985. It was a product of integrated design, a talented group of Suzuki chassis, engine and electrical engineers making history by working together to build a more compact and lighter 750cm³ Supersport. With an unmatched combination of excellent throttle response, linear power delivery, strong braking, confident handling and class-leading power-to-weight ratio, it was the closest a mass-production four-stroke, four-cylinder streetbike had ever come to being a racebike with lights.

That original GSX-R set a design theme Suzuki engineers have followed with success ever since: Make the GSX-R respond to the rider and do what the rider wants, when the rider wants, how the rider wants. Concentrate on overall performance, not simple fashion. Take what is learned in professional racing, and apply it to production models in a continuous loop of engineering improvement.

In the decades since then, the GSX-R750 has consistently outperformed anything else in its class, proving the slogan, Own The Racetrack. Would-be competitors finally gave up racing against the GSX-R750, and then stopped building 750cm³ Supersports altogether.

And while the GSX-R750 was proving that it truly was in a class of its own year after year, the serious engineering work continued, improving and expanding the GSX-R line with the introduction of the GSX-R600.

There are still experienced riders who appreciate a state-of-the-art 750cm³ engine combined with the compact size of a 600cm³ Supersport. For those riders, the GSX-R750 delivers unmatched excitement on the street and on the racetrack, during track days and in club races alike.

But there are also knowledgeable riders who prefer a true 600cm³ Supersport, eligible for 600cm³ classes on the racetrack. For those riders, there is the GSX-R600.

Which brings us to the newest GSX-R750 and the newest GSX-R600, two outstanding Supersports developed in parallel by the same team of Suzuki engineers. Sharing race-proven advanced engine technology, with broader power delivery, improved throttle response, lower emissions and about 10% better fuel mileage as measured by Suzuki engineers using the standardized Worldwide Motorcycle Test Cycle.

Built on a more compact, 15mm-shorter wheelbase with race-developed chassis geometry, suspension and brakes, with simplified and lighter aerodynamic bodywork.

Both delivering a breathtaking combination of outstanding engine performance, nimble handling, compact size and light weight.

The newest GSX-R750 is a full 8 kilograms lighter, with a curb mass of 190 kilograms. And the newest GSX-R600 is an amazing 9 kilograms lighter, with a curb mass of 187 kilograms—giving it the class-leading power-to-weight ratio for production 600cm³ four-cylinder Supersports.

For some riders, the GSX-R750 – The Original GSX-R – is the best choice.

For other riders, the GSX-R600 – The Top Performer in its class – is the best choice.

Both are built to Own The Racetrack.



EFFICIENCY BY DESIGN

Efficiency is an important motorcycle engineering consideration.



Combustion efficiency, for example, is a measure of how completely an engine burns its fuel. Better combustion efficiency can increase power and torque output across the rpm range; improve throttle response, acceleration and fuel mileage; and reduce emissions.

Mechanical efficiency is a measure of how much of the power and torque produced by an engine actually reaches the rear wheel. Reducing mechanical losses by minimizing internal engine friction, reducing the weight of reciprocating internal parts and relieving crankcase pressure can increase mechanical efficiency, putting more of an engine's output to use actually moving and accelerating the motorcycle and also improving fuel mileage and reducing emissions.





Photo: GSX-R600
The single seat cowl is an optional part



Photo: GSX-R600



Photo: GSX-R600
The single seat cowl is an optional part

S-DMS

RIDER-SELECTABLE MAPPING



The S-DMS system allows the rider to select a map to suit various riding conditions and personal preference on the road, for example choosing one map for highway cruising and the other map for tight country roads.

The two available maps were also developed using racing experience. Switching from one map to the other is instantaneous, making it possible for the rider to use one map on one part of a racetrack and then select the other map for another part of a racetrack, useful in case of localized rain in only a few corners. The system also allows the rider to switch from Map A to Map B to suit conditions at the end of a long race when the rear tire is worn, to use Map B when scrubbing in a new rear tire, or to choose Map A for a high-speed racetrack and Map B for a tighter racetrack.

The Suzuki Drive Mode Selector (S-DMS) system built into the ECM allows the rider to use a button mounted on the left handlebar switch module to select one of two engine control maps, regulating the fuel injection, secondary throttle valve and ignition systems. The two maps are designated A and B, with Map A delivering full power and acceleration and Map B producing more moderate acceleration.





FULLY FLOATING FRONT DISC BRAKES, WITH RADIAL-MOUNT BREMBO MONOBLOCK CALIPERS AND ADJUSTABLE CONTROLS

The new Suzuki GSX-R750 and GSX-R600 both come with 310 mm fully-floating front brake discs and new radial-mount, four-piston Brembo monoblock calipers. The 32 mm caliper pistons are staggered to promote even pad wear, the trailing pistons offset relative to the pad centerline. The monoblock design of the new calipers makes them lighter, and their more rigid construction and increased piston area improve braking performance by providing the rider with more consistent power and better feel at the lever.

The front brake master cylinder uses a 17.46 mm radial-mount piston. The position of the front brake lever relative to the handlebar is 6-way adjustable, using a convenient adjustment wheel. Combined, the new front brake calipers and associated hardware are 405 grams lighter than the system used on previous models.

The single 220 mm rear disc works with a new, lighter Nissin single-piston caliper that is 325 grams lighter than the caliper used on previous models.

Adjustable footpegs can be moved into a choice of three different positions in a 14 mm horizontal and vertical range, contributing to rider comfort with a more relaxed seating position on the street or allowing more cornering clearance and a tighter tucked-in position on the racetrack. The rear brake pedal and master cylinder move together with the right footpeg assembly, and the shift lever linkage can be adjusted to accommodate changes in the left footpeg position.



LIGHTER, SIMPLER BODYWORK WITH IMPROVED AERODYNAMICS

Both the new Suzuki GSX-R750 and the new Suzuki GSX-R600 feature exciting, aerodynamic styling and are even more streamlined and even more compact. The wind-tunnel development of the new model bodywork was done with a rider in place, because a motorcycle won't move very far or very well without a rider. The work centered around giving both new GSX-Rs smaller, simpler and lighter bodywork, without losing any aerodynamic efficiency.

The bodywork is shorter front to rear to match the shorter wheelbase, but front overhang is also reduced by 55 mm and rear overhang is reduced by 35 mm. Seat height remains a relatively low 810 mm, and the top of the redesigned 17-liter fuel tank is lower, allowing the rider to tuck more completely.

The simplified bodywork uses fewer, thinner parts and panels with less overlap and fewer seams, requiring fewer fasteners and clips, while still passing strict Suzuki quality and durability tests. A new combination of smooth, curved lines with sharp edges and special attention to improving air flow along the side panels and lower cowling paid off by making it possible to significantly reduce bodywork surface area, saving even more weight.

Returning to a vertically-stacked dual headlight layout helped save additional weight without any performance penalty. And when the engineers were finished, each set of new GSX-R750 and GSX-R600 bodywork and associated external parts weighed an astonishing 35% less (a full 3,400 grams) than the equivalent parts used on previous models.



THE ORIGINAL GSX-R, AND THE 600cm³ TOP PERFORMER

For some riders, The Original GSX-R's combination of 750cm³ power in a compact, nimble, 600cm³ - size chassis is what a Supersport should be.

If that rider is you, the new GSX-R750 is ready.

For other riders, the ideal Supersport is The Top Performer in the 600cm³ class.

If you are that rider, your new GSX-R600 is waiting.

See your dealer now, and start making your own history.



Photo: GSX-R600 (left), GSX-R750 (right)
The single seat cowl is an optional part