

 **SUZUKI**®

G-SX-R



Photographed using a professional rider on a closed course.

Winning is never easy. The GSX-R750 just makes it look that way. Maybe that's why racers commonly refer to the 750 production class as the GSX-R class. Because if you're looking for the ultimate 750 sport bike, you can stop looking right here: meet the 1989 GSX-R750.

With its DOHC, 16-valve, TSCC engine featuring Suzuki's Advanced Cooling System, the GSX-R750 makes every ride an adventure beyond words.

The perfect balance of user-friendly power and handling

On the street, you need broad, easy-to-use power, so the GSX-R750 delivers plenty of low and mid-range torque, thanks in part to an intake system that pulls cool, dense air through the fairing, and routes it directly to the large-capacity airbox. Four big 36mm Slingshot carbs equipped with lightweight slides deliver quick, crisp throttle response. With a light flywheel and short, slipper-type pistons fitted with thin, low-friction rings, the short-stroke GSX-R750 engine revs quickly to its 13,000 rpm redline.

To fully exploit the engine, the GSX-R750 uses a sophisticated aluminum alloy frame. Made from cast and extruded aluminum, this frame uses straight-wall square tubing and a massive steering head for exceptional torsional rigidity.

Up front, the GSX-R wears a racing-designed 43mm fork that's light, yet rigid. The fork's special cartridge damping system separates air and oil for smoother, more consistent response, and offers a fully adjustable spring as well as 10 separate compression and 8 rebound damping settings to choose from. The Full-Foater rear suspension is also adjustable and connects to a light, yet rigid box-section aluminum swingarm.

Best of all, the GSX-R's chassis makes this 750 as low and compact as most 600 class machines. Lightweight, hollow spoked, 17-inch wheels spinning on strong chrome-moly axles contribute to the GSX-R's low center of gravity. And Michelin high-performance radials, based on Michelin's racing tires, keep the GSX-R hugging the road.

Experience race-proven aerodynamics

All of this is encased in an aerodynamic Formula-One fairing designed in a wind tunnel and proven on the racetrack to increase downforce and reduce drag. The

swingarm-mounted rear fender smooths air-flow and increases cooling efficiency by allowing air to flow through the engine bay and out under the tail section.

The 1989 GSX-R750. For sport riders who take their fun seriously.



750



Imagine more torque than you ever thought possible in a package so light and nimble it responds more like a 600 than an 1100. Imagine rewriting the rules of the big-bore sport bike class. Again.

The 1989 GSX-R1100 is the most remarkable sport bike ever made. Like the previous GSX-R1100, the new GSX-R1100 completely redefines the meaning of big-bore performance. But that's about all the old and new GSX-R1100s have in common.

A bigger, more refined engine for massive torque

First, the engine. The new GSX-R1100 engine has 75cc more displacement than last year—a full 1127cc netted through a



2mm bore and 1mm stroke increase. The 1989 GSX-R1100 also gets Suzuki's Direct Air Intake System, which increases the downdraft angle of the ports, and Cool Air Induction, which draws fresh air through the fairing into the airbox for increased torque. And, of course, the 4-valve, TSCC, DOHC engine also benefits from SACS. Suzuki's air/oil cooling system made even more efficient this year by an oil cooler that's curved for greater surface area.

All that, plus a new stainless-steel four-into-two exhaust system, an electronic ignition that is unaffected by heat or humidity, bigger 36mm Slingshot carbs and a large-capacity airbox. Add all this up and you've got a massive 81 foot-pounds of torque at 7000 rpm, which makes the 1989 GSX-R1100 the most potent sport bike Suzuki has ever made.

Featherweight among Big-Bores

How do you harness that kind of torque? With an aluminum alloy frame that's light but exceptionally rigid, combining state-of-the-art castings with extruded straight-wall tubing. To accommodate the high torque of the GSX-R1100, this frame, based on the GSX-R750, features a strengthened steering head, and a longer swingarm with greater wall thickness and reinforced cross-brace gussets. Despite all this additional chassis support, the GSX-R weighs only 463 pounds, which gives the 1100 a clear advantage over any other big-bore.

The GSX-R1100's suspension components and running gear are also based on the GSX-R750. An adjustable Full-Floater rear suspension system; a forged-aluminum alloy fork with strong 43mm stanchion tubes, adjustable spring and separate, external compression and rebound damping adjusters; chrome-moly axles; and super-wide 17-inch cast aluminum wheels shod with low-profile Michelin radial tires—a 120/70 front and 160/60 rear. Huge 310mm floating front disc brakes, complete

with a racing-designed remote reservoir master cylinder and four-piston callipers, bring the GSX-R1100 to a quick, secure standstill. And, of course, the GSX-R1100 features the same aerodynamic fairing and

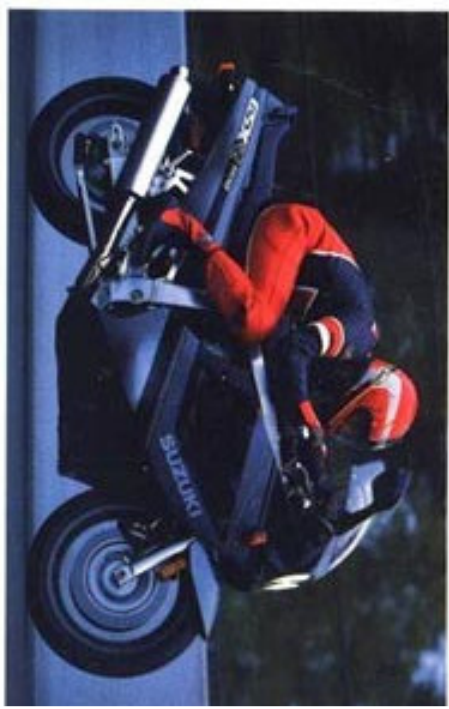
swingarm-mounted rear fender found on Suzuki's Grand Prix racers.

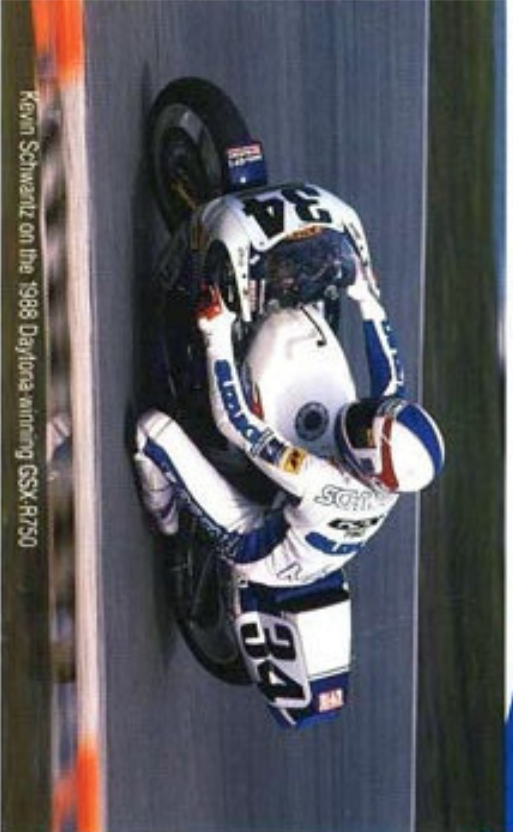
The 1989 GSX-R1100: a state-of-the-art battlestar for those who won't settle for anything less than the ultimate sport bike.





1100





Kevin Schwantz on the 1988 Daytona-winning GSX-R750

Racing. The ultimate test of technology. For the past three years, Suzuki's GSX-R750 and 1100 have taken the measure of the competition. And the competition hasn't measured up.

Designed with technology from Suzuki's World Championship Endurance machines, the first GSX-Rs immediately established themselves as an unfair advantage on racetracks the world over. GSX-Rs have won more 750 and open stock production races than any of the competition. They have dominated AMA Supersport racing and won the coveted AMA Superbike Manufacturers' Championship. GSX-Rs have won an unprecedented number of U.S. Endurance races. In addition to winning the prestigious World Endurance Championship. No matter where GSX-Rs race, they always end up in the same place: the winners' circle.

The results of superior technology

At Suzuki, we believe superior technology produces superior results. On the track. And on the street. That's why we've applied the racing technology used to win these hard fought battles directly into the 1989 GSX-R750 and 1100, the ultimate performance bikes for the street. Of course, we had

to make some concessions to street riding. Like turn indicators, mirrors, and full instrumentation.

What explains the phenomenal success of the GSX-Rs? In a word: innovation. Unlike conventional motorcycles, the GSX-Rs are very light. It's a matter of physics. Acceleration is force divided by mass. To improve acceleration, Suzuki engineers not only increased force, they also drastically reduced mass—an innovative approach to high-performance. As a result, the GSX-R750 and 1100 weigh considerably less than their competitors, which not only gives the GSX-Rs an advantage in acceleration, it also makes the GSX-Rs handle like no other motorcycles in the world.



To help reduce weight, the GSX-Rs use the revolutionary Suzuki Advanced Cooling System (SACS). Combined with air-cooling, this system uses a gray gun coating on the engine surface to dissipate heat, and a large-volume, separate oil flow system to carry engine heat to an aluminum oil cooler. Oil-cooling results in lower engine temperatures compared to air-cooling alone, and is far lighter than competing water-cooling systems. SACS also allows our engineers to reduce the reciprocating weight of internal engine components for quicker response while maintaining the reliability GSX-Rs are famous for.



The GSX-R's high-revving, DOHC engines breathe through a sophisticated air-management system. This system draws cool, dense air through the fairing and right frame rail into the airbox, where it passes through a low-restriction filter and long velocity stacks to Suzuki's Slingshot carburetors. These carbs use a half round, half flat slide to increase air flow, and the slide's light weight provides greatly improved throttle action. Suzuki's Direct Air Intake System increases the downdraft effect of the intake ports, giving the incoming fuel charge a smooth, high-velocity shot into Twin Swirl Combustion Chambers for increased torque from idle to redline.



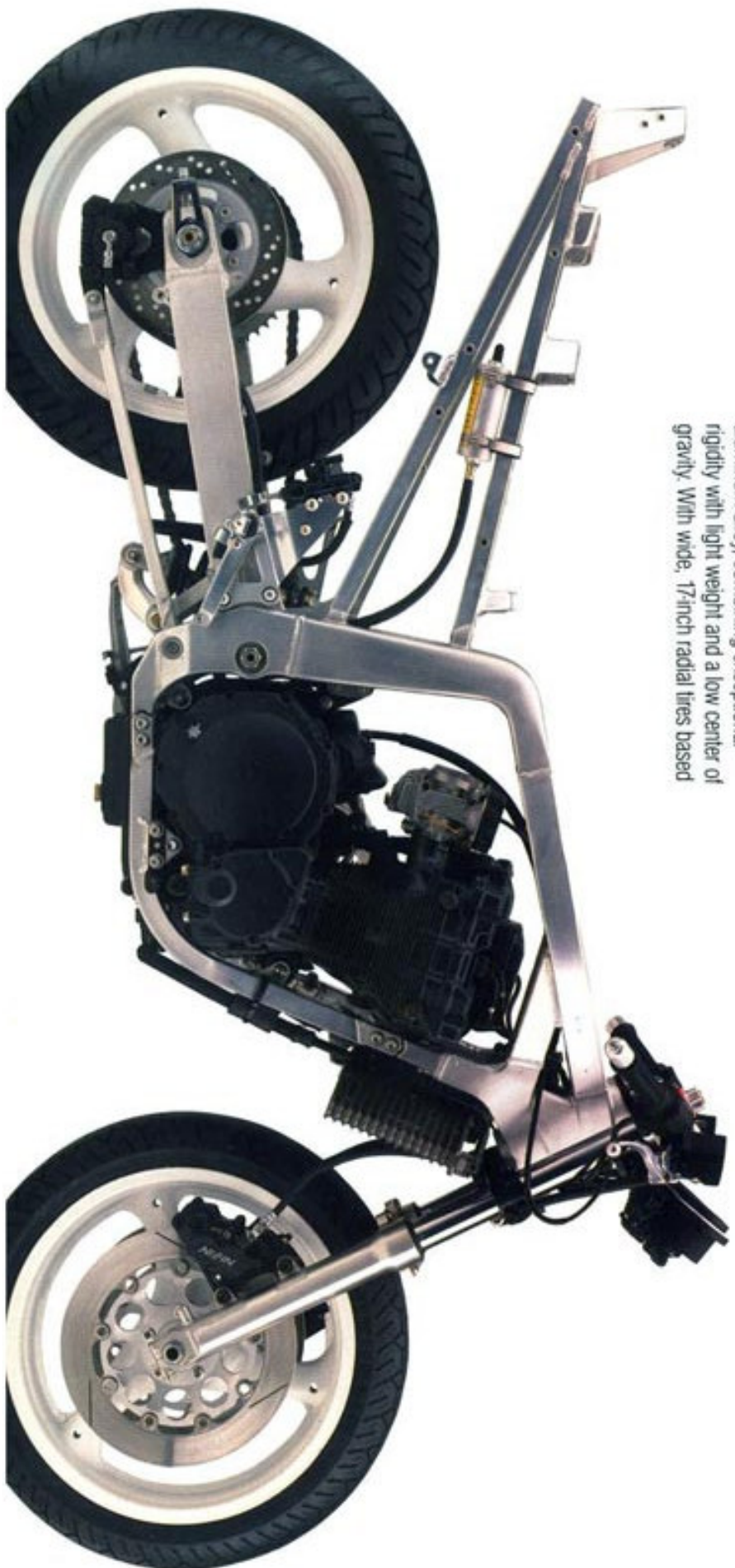
State-of-the-art chassis technology

Both GSX-Rs harness their power with a revolutionary race-proven aluminum chassis. Introduced on the GSX-R750 last year and adapted to the GSX-R1100 for 1989, this chassis is made of cast and extruded aluminum alloy, combining exceptional rigidity with light weight and a low center of gravity. With wide, 17-inch radial tires based

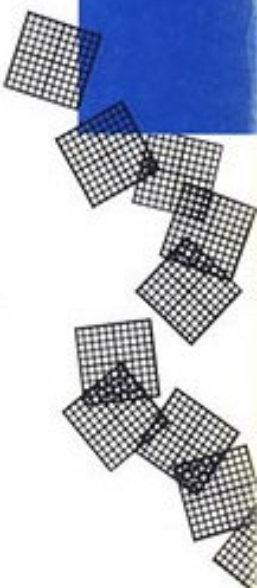
on Michelin's racing radials, and a suspension system with more adjustability than anything on the street, the GSX-R chassis provides handling response that must be experienced to be believed.

For that extra touch of superiority, the GSX-Rs feature huge 310mm (12.2-inch) floating front disc brakes, and a single disc in the rear. Racing designed four-piston calipers use 30mm leading and 34mm trailing-pistons to produce even pad wear, and the kind of braking action racers have come to rely on.

The 1989 GSX-R750 and 1100. If the competition thought it was tough measuring up before, we've got bad news for them. The gap just got a lot bigger.



GSSX-R



Engine Type

GSSX-R750K
748cc, 4 stroke, four cylinder, air
oil cooled, DOHC, 16 valve, TSCC
Four Mikuni BS136SS

GSSX-R1100K
1127cc, 4 stroke, four cylinder, air
oil cooled, DOHC, 16 valve, TSCC
Four Mikuni BS136SS

Carburetor

Starter

Transmission

Final Drive

Overall Length

Overall Width

Overall Height

Seat Height

Wheelbase

Dry Weight

Suspension: Front

Rear

Brakes: Front

Rear

Tires: Front

Rear

Fuel Tank Capacity

Available Colors

21 liter (5.5 gal.)
19 liter (5.0 gal.) CA model
PearlWhite, BlueWhite

21 liter (5.5 gal.)
18.5 liter (4.8 gal.) CA model
Black/Silver, BlueWhite

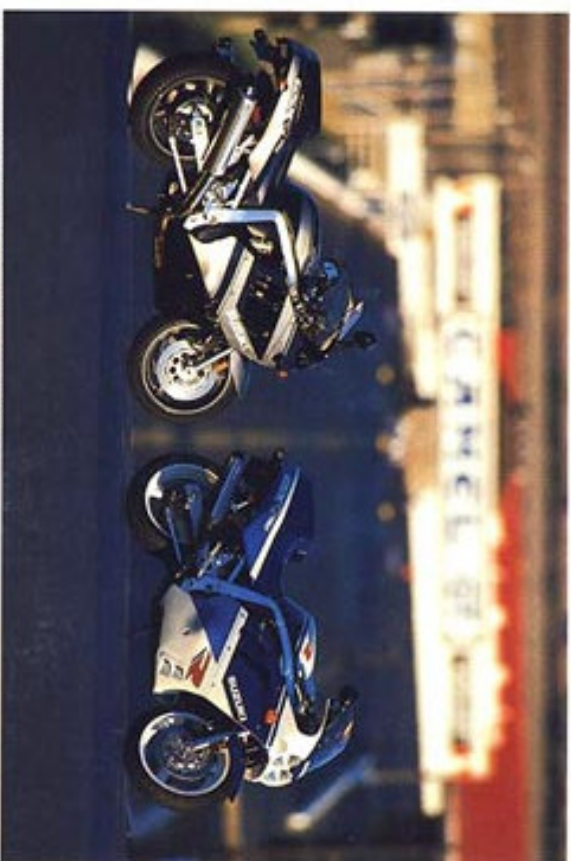


*Member of the Motorcycle
Industry Council*

Please ride safely. The Suzuki GSSX-Rs are engineered for experienced riders. Read your owner's manual carefully. Always wear a helmet, eye protection, and protective riding apparel. Remember riding and alcohol or drugs don't mix. Take a riding skills course. For the course nearest you call the Motorcycle Safety Foundation at 1-800-447-4700. Professional rider pictured on a closed course.

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Riding leathers courtesy of Kusthiani U.S.A.



GSSX-R1100 and GSSX-R750 shown with optional tailpiece.

Ask your participating dealer about the Suzuki Retail Finance Plan and the Suzuki Extended Protection Plan. Your dealer can also show you the full line of Suzuki accessories to tailor your motorcycle precisely to your needs. With the Retail Finance Plan and Suzuki Credit Card, it's easy to afford and maintain the machine that's perfect for you.

Warranty: The 1989 GSSX-R750K and GSSX-R1100K warranties cover the vehicles for twelve months with unlimited mileage, subject to conditions stated in the American Suzuki Limited Warranty Policy. Units used in competition are expressly excluded from all warranty coverage.

American Suzuki Motor Corporation makes every effort to present the most current specifications and product features when printing this literature. Because of our policy of continual improvement, changes may be made in equipment, availability, specifications and features without notice.