

SUZUKI GSX1300R HAYABUSA: ULTIMATE SPORT

When Suzuki engineers began designing the GSX1300R they set out to produce a motorcycle so advanced that it didn't fit in any established categories. A motorcycle with breathtaking acceleration, nimble handling, and world-class fit and finish. A machine so advanced it demanded a new performance category: Ultimate Sport. With Suzuki's experience in building high-performance motorcycles, meeting the engine performance goals and building an excellent chassis wouldn't be a problem. But to make this kind of performance seem effortless would be the ultimate challenge.

One of the engineers recalled seeing the incredible flight of a small Falcon indigenous to Japan called Hayabusa. The Hayabusa is not the biggest or strongest bird in Japan, but it has the amazing ability to slice through the air reaching speeds of over 186 mph, making normal flight seem effortless. The engineer realized he had discovered the key element to the design. Make the bike able to slice through the air like a Hayabusa and normal performance would be almost effortless. It would be the most aerodynamic Suzuki ever built and it would be called the Hayabusa.

Suzuki engineers used an integrated design approach with careful thought given to engine type, size, placement, as well as rider position and airflow over every part of the bike. Maximum aerodynamic efficiency required a precise fairing shape which could not be achieved with conventional headlights and turn signals. By blending the front turn signals in the fairing and using a unique projector beam headlight, the CdA became the lowest of any Suzuki ever produced. The turn signals also help force air into the ram-air intake tracts which have been carefully placed near the point of maximum air pressure.

Meeting the performance goal required a powerful yet compact, liquid-cooled, inline four-cylinder engine – the most powerful four-cylinder ever built by Suzuki. Based on experience from unlimited-class road racing, the engine developed some impressive specifications: 1298cc, liquid-cooled with additional oil-jet cooling, DOHC 16-valves with a narrow 14° valve angle, electronic fuel injection with ram-air intake, direct ignition, gear-driven counterbalancer to reduce vibration and a six-speed transmission with a large capacity clutch. To keep the engine compact the cam chain is driven from the right side of a short, five-journal crankshaft.

The GSX1300R chassis is built around an aluminum alloy twin-spar frame and bridged aluminum swingarm. Supporting the frame are fully adjustable, 43mm inverted forks with 120 mm of wheel travel, and a link-type rear suspension with a fully adjustable shock absorber and 140mm of wheel travel. Wide radial tires are mounted on cast aluminum wheels provide plenty of traction, while six-piston front brake calipers with large 320 mm rotors and a twin-piston rear caliper with a 240 mm rotor provide powerful braking performance. The Hayabusa has many other convenience features such as a hinged fuel tank for easier maintenance, storage area for a U-lock and full instrumentation including a fuel gauge, twin-tripmeters, and even a LCD-type fuel consumption gauge.

With all these features and outstanding performance, the 1999 GSX1300R Hayabusa is truly in a class of its own: Ultimate Sport.

GSX1300RX AT A GLANCE

Suggested Retail:	\$10,499.00
Engine Type:	Four-stroke, liquid-cooled
Bore and Stroke:	81.0 mm x 63.0 mm
Front Brake:	Dual Hydraulic Disc
Rear Brake:	Single Hydraulic Disc
Wheelbase:	1485 mm (58.5 in)
Dry Weight:	215 kg (474 lbs)



SUZUKI GSX-Rs: SETTING HIGH STANDARDS

When Suzuki engineers first developed the GSX-R model line in the mid 1980's, they set the standard for a generation of racebikes that followed. Ever since then the name "GSX-R" has become a generic term for describing high-performance motorcycles. Not surprising considering the thousands GSX-Rs sold worldwide since the model's inception, and their popularity at all levels of road racing. So when Suzuki engineers began working on the next generation of GSX-R machinery for the 1996 model year, it was clearly essential for them to maintain Suzuki's reputation for performance and innovation. They decided on a bold plan: to develop a completely new GSX-R model line using the very latest in high-performance technology, straight off the highly-developed RGV500 ridden by Kevin Schwantz to the 1993 500cc Grand Prix World Championship. Once again Suzuki raised the bar for high performance motorcycles.

Always popular among street riders, Suzuki GSX-Rs really shine on the race track. Suzuki has dominated the grueling world of endurance racing for the past decade, winning several Western Eastern Roadracing Association National Endurance Series Championships. Suzuki GSX-R750s swept the podium on their way to winning the 1997 and 1998 AMA 750 Supersport Series championships, while the GSX-R600 nailed down the 1998 World Supersport championship and is poised to take the AMA 600 Supersport title.

GSX-R600X

The 1999 GSX-R600 shares much of the advanced technology that makes the GSX-R750 such a potent racing weapon. Featuring an extremely compact, lightweight, 599cc liquid-cooled engine with double-overhead camshafts, four valves per cylinder, and digital direct ignition, 36.5mm Mikuni downdraft CV carburetors and Suzuki Ram-Air Direct (SRAD) induction for precise throttle response. The lightweight, rigid twin-spar aluminum frame is supported by fully adjustable 45 mm conventional-style cartridge forks, with a fully adjustable single-shock rear suspension system. For 1999, the GSX-R600 gets reshaped carburetor intake funnels, revised jetting, and new ignitor box settings for improved high rpm power.

GSX-R600X AT A GLANCE

Suggested Retail:	\$7,799.00
Engine Type:	Four-stroke, liquid-cooled
Bore and Stroke:	65.5 mm x 44.5 mm
Front Brake:	Dual Hydraulic Disc
Rear Brake:	Single Hydraulic Disc
Wheelbase:	1385 mm (54.5 in)
Dry Weight:	174 kg (384 lbs)



GSX-R750X

The GSX-R750 features a compact 4-stroke, four-cylinder, 16-valve liquid-cooled engine with a dual-stage electronic fuel injection system for outstanding power and throttle response. The high-capacity airbox is charged by Suzuki's Ram-Air Direct (SRAD) induction system for maximum performance. Other engine features include a digital-direct ignition system, and a stainless steel exhaust system with an aluminum silencer for strong overall power delivery. A lightweight, rigid diamond-type aluminum frame wraps around the motor and supports aerodynamic bodywork. The whole package rides on fully adjustable 43mm inverted front forks and piggyback-style rear shock, plus wide Dunlop D207 radial tires mounted on cast aluminum rims. A full engine and chassis race kit is available through Yoshimura R&D of America.

GSX-R750X AT A GLANCE

Suggested Retail:	\$9299.00
Engine Type:	Four-stroke, liquid cooled
Bore and Stroke:	72.0 mm x 46.0 mm
Front Brake:	Dual Hydraulic Disc
Rear Brake:	Single Hydraulic Disc
Wheelbase:	1395 mm (54.9 in)
Dry Weight:	179 kg (394 lbs)



THE SUZUKI TL1000R: ULTIMATE V-TWIN PERFORMANCE

If high-performance V-twins are to your liking then check out what Suzuki has to offer. All the visceral appeal and performance features that attract so many riders to V-twins refined into a fully faired, race-ready package - the TL1000R. The TL1000R combines all the power and performance of a traditional large-displacement V-twin, but takes it a step further with the latest performance technology. Technology that makes for a tractable street machine plus engine and chassis adjustability needed for the race track.

Suzuki engineers based the engine around the awesome TL1000S 90° V-twin, power plant and tuned it for even more power and torque. Features such as forged pistons, lightweight conrods, twin radiators, high-capacity airbox and exhaust system, larger clutch, twin injector-per-throttle body fuel injection system and many other refinements for increased performance and durability.

The TL1000R has an equally race-ready chassis centering around a short wheelbase aluminum spar-type frame. The frame is combined with a bridge-type swingarm, fully adjustable inverted forks, and Suzuki's unique rotary damper rear suspension for quick, precise handling. Superior braking performance is provided by 320mm front disc brakes with 6-piston calipers and wide Dunlop D207 radial tires. The whole package is wrapped in an eye-catching aerodynamic fairing. To a V-twin lover, the Suzuki TL1000R is the ultimate in V-twin performance.

A full engine and chassis race kit is available through Yoshimura R&D of America.

TL1000RX AT A GLANCE

Suggested Retail:	\$9,499.00
Engine Type:	Four-stroke, 90-degree V-Twin, liquid cooled, DOHC
Bore and Stroke:	98.0 mm x 66.0 mm
Front Brake:	Dual Hydraulic Disc
Rear Brake:	Single Hydraulic Disc
Wheelbase:	1405 mm (55.3 in)
Dry Weight:	197 kg (434 lbs)



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GSX1300RX SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length:	2140 mm (84.3 in.)
Overall width:	740 mm (29.1 in.)
Overall height:	1165 mm (45.9 in.)
Wheelbase:	1485 mm (58.5 in.)
Ground clearance:	120 mm (4.7 in.)
Seat height:	805 mm (31.7 in.)
Dry mass:	215 kg (474 lbs.)

ENGINE

Type:	4-stroke, 4-cylinder, liquid cooled, DOHC, TSCC
Bore:	81.0 mm
Stroke:	63.0 mm
Piston displacement:	1298 cc
Compression ratio:	11.0:1
Fuel System:	Mikuni/Denso Fuel Injection
Air cleaner:	Fabric element
Starter system:	Electric
Lubrication System:	Wet sump

TRANSMISSION

Clutch:	Wet multi-plate type
Transmission:	6-speed constant mesh
Gearshift pattern:	1 down, 5 up
Primary ratio:	1.596 (83/52)
Gear ratios:	1st 2.615 (34/13)
	2nd 1.937 (31/16)
	3rd 1.526 (29/19)
	4th 1.285 (27/21)
	5th 1.136 (25/22)
	6th 1.043 (24/23)
Final ratio:	2.352 (40/17)
Drive chain:	532 chain, 116 links

CHASSIS

Front suspension:	Inverted cartridge, adjustable preload, compression & rebound damping
Rear suspension:	Link-type, adjustable preload, compression & rebound damping
Rake:	24° .2
Trail:	97 mm (3.8 in.)
Front brake:	Disc
Rear brake:	Disc
Front tire size:	120/70 ZR17
Rear tire size:	190/50 ZR17

ELECTRICAL

Ignition type:	Digital transistorized
Spark plug:	NGK CR9E
Battery:	12V 36.0 kC (10 Ah)/10HR
Generator:	Three-phase A.C. generator
Fuse:	30/15/15/15/10/10A
Headlight:	12V 60/55W
Turnsignal:	12V 21W
Brake/Taillight:	12V 21/5W x 2
Tach light:	12V 1.7W
Speedometer light:	12V 1.7W
Neutral light:	12V 3W
Highbeam light:	12V 3W
Oil pressure:	12V 3W
Fuel level:	12V 3W
Power source fuse:	15A

CAPACITIES

Fuel tank, including reserve:	22L (5.8 gal.)
GVWR:	N/A

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GSX-R600X SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length:	2065 mm (81.3 in.)
Overall width:	720 mm (28.3 in.)
Overall height:	1165 mm (45.9 in.)
Wheelbase:	1385 mm (54.5 in.)
Ground clearance:	130 mm (5.1 in.)
Seat height:	805 mm (31.7 in.)
Dry mass:	174 kg (383 lbs.) 175 kg (385 lbs.) CA.

MODEL

ENGINE

Type:	4-stroke, 4-cylinder, liquid cooled, DOHC, TSCC
Bore:	65.5 mm (2.579 in.)
Stroke:	44.5 mm (1.752 in.)
Piston displacement:	599 mm (36.6 cu. in.)
Compression ratio:	12.0:1
Carburetor:	Mikuni BDSR36
Air cleaner:	Non-woven fabric element
Starter system:	Electric
Lubrication System:	Wet sump

TRANSMISSION

Clutch:	Wet multi-plate type
Transmission:	6-speed constant mesh
Gearshift pattern:	1 down, 5 up
Primary ratio:	1.756 (72/41)
Gear ratios:	1st 2.866 (43/15)
	2nd 2.052 (39/19)
	3rd 1.650 (33/20)
	4th 1.428 (30/21)
	5th 1.285 (27/21)
	6th 1.181 (26/22)
Final ratio:	2.875 (46/15)
Drive chain:	RK525, 108 links

CHASSIS

Front suspension:	Telescopic, oil damped fully adjustable preload, rebound & compression damping
Rear suspension:	Link type system, fully adjustable preload, rebound & compression damping
F. suspension stroke:	120 mm (4.7 in.)
R. wheel travel:	133 mm (5.2 in.)
Rake:	24°
Trail:	96 mm (3.8 in.)
Steering angle:	30° (right & left)
Turning radius:	3.1 m (10.2 ft.)
Front brake:	Twin hydraulic disc
Rear brake:	Single hydraulic disc
Front tire size:	120/70-17 ZR17 (58W)
Rear tire size:	180/55-17 ZR17 (73W)

ELECTRICAL

Ignition type:	Digital/CDI
Ignition timing:	5° B.T.D.C. @ 1500 r/min
Spark plug:	NGK CR9E or ND U27ESR-N
Battery:	12V 28.8 kC (8 Ah)/10HR
Generator:	Three-phase A.C. generator
Main fuse:	30A
Fuse:	15/15/10/15/10A
Headlight:	12V 55/50 (2)
Turn signal light:	12V 21W
Tail/brake light:	12V 5/21W (2)
Speedometer light:	12V 1.7W
Tachometer light:	12V 1.7W
Neutral light:	12V 1.7W
High beam light:	12V 1.7W
Turn signal light:	12V 1.7W
Fuel indicator light:	12V 1.7W

CAPACITIES

Fuel tank, including reserve:	18L (4.8 gal.)
Engine, oil change:	2600 ml (2.7 qt.)
with filter change:	2800 ml (3.0 qt.)
overhaul:	3500 ml (3.7 qt.)
Coolant:	2550 ml (2.7 qt.)
GVWR:	860 lbs.

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GSX-R750X SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length:	2065 mm (81.3 in.)
Overall width:	720 mm (28.3 in.)
Overall height:	1165 mm (45.9 in.)
Wheelbase:	1395 mm (54.9 in.)
Ground clearance:	130 mm (5.1 in.)
Seat height:	830 mm (32.7 in.)
Dry mass:	179 kg (394 lbs.) 180 kg (396 lbs.) CA. MODEL

ENGINE

Type:	4-stroke, 4-cylinder, liquid cooled, DOHC, TSCC
Bore:	72.0 mm (2.834 in.)
Stroke:	46.0 mm (1.181 in.)
Piston displacement:	749 cc (45.7 cu. in.)
Compression ratio:	11.8:1
Fuel System:	Mikuni/Denso Fuel Injection
Air cleaner:	Fabric element
Starter system:	Electric
Lubrication System:	Wet sump

TRANSMISSION

Clutch:	Wet multi-plate type
Transmission:	6-speed constant mesh
Gearshift pattern:	1 down, 5 up
Primary ratio:	1.756 (72/41)
Gear ratios:	1st 2.625 (42/16)
	2nd 1.950 (39/20)
	3rd 1.565 (36/23)
	4th 1.363 (30/22)
	5th 1.227 (27/22)
	6th 1.120 (28/25)
Final ratio:	2.750 (44/16)
Drive chain:	525 chain, 108 links

CHASSIS

Front suspension:	Inverted telescopic, adjustable preload, compression & rebound damping
Rear suspension:	Link-type, adjustable preload, compression & rebound damping
F. suspension stroke:	120 mm (4.7 in.)
R. wheel travel:	133 mm (5.2 in.)
Rake:	24°
Trail:	96 mm (3.8 in.)
Steering angle:	30° (right & left)
Turning radius:	3.1 m (10.2 ft.)
Front brake:	Disc
Rear brake:	Disc
Front tire size:	120/70 ZR17
Rear tire size:	190/50 ZR17

ELECTRICAL

Ignition type:	Digital transistorized
Ignition timing:	4° B.T.D.C. @ 1200 r/min
Spark plug:	NGK CR9E
Battery:	12V 28.8 kC (8 Ah)/10HR
Generator:	Three-phase A.C. generator
Main fuse:	30A
Fuse:	15/15/10/15/10A
Headlight:	12V 60/55W x 2
Turnsignal:	12V 21W
Brake/Taillight:	12V 21/5W x 2
Tach light:	12V 1.7W
Speedometer light:	12V 1.7W
Neutral light:	12V 1.7W
Highbeam light:	12V 1.7W

CAPACITIES

Fuel tank, including reserve:	18L (4.8 gal.)
Engine, oil change:	2600 ml (2.7 qt.)
with filter change:	2800 ml (3.0 qt.)
Engine coolant:	2550ml (2.7 qt.)
GVWR:	870 lbs.

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TL1000RX SPECIFICATIONS

DIMENSIONS AND DRY MASS

Overall length:	2100 mm (82.7 in.)
Overall width:	740 mm (29.1 in.)
Overall height:	1120 mm (44.1 in.)
Wheelbase:	1395 mm (54.9 in.)
Ground clearance:	120 mm (4.7 in.)
Seat height:	825 mm (32.5 in.)
Dry mass:	197 kg (434 lbs.)

ENGINE

Type:	4-stroke, 2-cylinder, 90° V liquid cooled, DOHC, TSCC
Bore:	98 mm (3.858 in.)
Stroke:	66.0 mm (2.598 in.)
Piston displacement:	996 cc (60.8 cu. in.)
Compression ratio:	11.7:1
Fuel System:	Mikuni/Denso Fuel Injection
Air cleaner:	Fabric element
Starter system:	Electric
Lubrication System:	Wet sump

TRANSMISSION

Clutch:	Wet multi-plate type
Transmission:	6-speed constant mesh
Gearshift pattern:	1 down, 5 up
Primary ratio:	1.838 (57/31)
Gear ratios:	1st 2.666 (32/12)
	2nd 1.933 (29/15)
	3rd 1.500 (27/18)
	4th 1.227 (27/22)
	5th 1.086 (25/23)
	6th 1.000 (24/24)
Final ratio:	2.294 (39/17)
Drive chain:	530 chain, 104 links

CHASSIS

Front suspension:	Inverted telescopic, adjustable preload, 12-way compression & rebound damping
Rear suspension:	Rotary damper, adjustable preload, 26 way compression & rebound damping
F. suspension stroke:	115 mm (4.5 in.)
R. wheel travel:	125 mm (4.9 in.)
Rake:	23°
Trail:	90.6 mm (3.6 in.)
Steering angle:	30° (right & left)
Turning radius:	3.1 m (10.2 ft.)
Front brake:	Disc
Rear brake:	Disc
Front tire size:	120/70 ZR17
Rear tire size:	190/50 ZR17

ELECTRICAL

Ignition type:	Digital transistorized
Ignition timing:	3° B.T.D.C. @ 1200 r/min
Spark plug:	NGK CR9EK
Battery:	12V 36 kC (10 Ah)/10HR
Generator:	Three-phase A.C. generator
Main fuse:	30A
Fuse:	15/15/10/15/10A
Headlight:	12V 60/55W x 2
Turnsignal:	12V 21W
Brake/Taillight:	12V 21/5W x 2
Tach light:	12V 1.7W
Speedometer light:	12V 1.7W
Neutral light:	12V 1.7W
Highbeam light:	12V 1.7W

CAPACITIES

Fuel tank, including reserve:	17L (4.5 gal.)
Engine, oil change:	3100 ml (3.3 qt.)
with filter change:	3300 ml (3.5 qt.)
Coolant:	2.3L (2.4 qt.)
GVWR:	900 lbs.

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