



2004 *GSX-R750 K4*

Big aesthetic changes gave a new look. Engine massively updated and now producing a claimed 145bhp pushing along just 163 kilos. New colours for 2005 (K5) as well as a 20th Anniversary GSX-R paint scheme.

2006 *GSX-R750 K6*

All change: New frame, swingarm and motor and bigger brake discs. Higher compression ratio and overall a smaller, lighter and more compact motor which now produces 148 claimed bhp weight still at 163 kilos. No changes for the K7.

2008 *GSX-R750 K8*

A host of revisions gives a new headlight cluster and bodywork and the ability to change power modes on the new engine. Power is still 148bhp claimed and weight is now 179 kilos but a slipper clutch helps the bike on the downshifts going into corners. Model stays the same through to 2010 with the L0 model.

2011 *GSX-R750 L1*

2011's L1 to today's L5 model is the longest the GSX-R750 has stayed unchanged – but it's still the best sports 750 you can buy. Power is now up to 150bhp at the crank, with overall wet-weight lower than any previous GSX-R750. The chassis benefits from Showa's Big Piston Forks and a Showa rear shock as well as the culmination of 30 years of GSX-R advancements.

RACING SUCCESSSES

With the GSX-R being inspired by a race machine, it's little wonder the bike itself returned to the racetrack in many different guises and with great success.

In the UK the MCN Superstock championship was won by veteran Mick Grant on a mildly modified 750F, while in Japan Satoshi Tsujimoto was All-Japan TTF1 champion aboard a GSX-R. The following year (1986) the USA got the GSX-R and young American Kevin Schwantz made his successful UK debut in the Transatlantic Match races on board Tony Rutter's GSX-R. The following year he would score five wins and come second in the AMA Superbike series behind arch-rival Wayne Rainey.

1988 and Schwantz won the Daytona 200 race, while Doug Polen was US 750 Supersport champion on the GSX-R. Gary Goodfellow won Suzuki's first World Superbike race at Sugo, in Japan in that year, while in the UK James Whitham was UK Production champion on the new GSX-R750J.

A year later and Polen would win his first WSB race at Sugo and take the Japanese TTF1 championship on a GSX-R400. 1989 also saw Jamie James crowned AMA champ for Suzuki.

By 1991 Whitham had won the UK's MCN TTF1 championship and come fifth in the UK Supercup series. By 1992 the new water-cooled GSX-R was debuting in world racing, but success wasn't easy to come by. Highlights for the WN-WS were Britt Turkington's US 750 Supersport championship in 1993 with Tom Kipp repeating the feat in 1994.

The all-new GSX-R750WT SRAD was debuted internationally at the 1996 Daytona 200 in March, with the Lucky Strike GP team running their new 500cc GP rider Scott Russell on board. He was just beaten to the flag by Honda's Miguel DuHamel. Also making their debuts at Daytona were the Harris-run Suzuki World Superbike squad of John Reynolds and Kirk McCarthy. Reynolds would secure the team's best WSB result of fifth place at Brno. In stock form the bike was a winner, taking the 1996 and 1997 US 750 Supersport titles again. For 1997 James Whitham made his Suzuki return with the World Superbike team and took a best result of 3rd at Hockenheim. Greater success was had by the World Endurance squad who took the world title that year with Peter Goddard and Doug Polen.

The first World Superbike win for the SRAD went to Keichi Kitigawa, who won a race at the 1998 Sugo round. In the following year Pier-Francesco Chili won two WSB races, with Akira Ryo taking another at Sugo. 1999 also saw Mat Mladin win the US AMA series on the GSX-R750, while Terry Rymer and Christian Lavielle won the World Endurance series. In stock form the late Karl Harris won the European Superstock series. In 2000 Chili took another WSB win (at home in Monza) and was a title threat for most of the season on the Alstare Corona GSX-R. In the States the dominant Mladin took the title again, and once more in 2001. In that year Akira Ryo was also the All-Japan Superbike champion on the GSX-R750.

By now the landscape of production-based motorcycle racing was changing. The 750cc inline fours like the GSX-R couldn't hope to compete against the 1000cc V-twins from Ducati and Honda. Spaniard Gregorio Lavilla was a distant 10th in the 2002 WSB title race and so racing moved away from the GSX-R750 and instead the mantle was taken up by the GSX-R1000 which continues successfully to this day.