EDGE Product Comparison Guide
2020 GSX-R750 & GSX-R600



GSX-R750

GSX-R600

SUZUKI

2020 Suzuki GSX-R750 & 600 Model Overview

Suzuki redefined what a sportbike was with the debut of the GSX-R750 in 1985. Arguably the first ever supersport, the revolutionary GSX-R750 weighed less than 400 pounds, thanks to an aluminum frame and had an air and oil-cooled inline four-cylinder engine that produced over one hundred horsepower. As nimble and fast as the GSX-R was, it also brought the look of Suzuki's Formula One sprint bikes and endurance racers to the street. The GSX-R750 became and remains the production and superbike racer of choice, launching the careers of legendary racers like Kevin Schwantz.

Suzuki expanded in the GSX-R family with the introduction of the GSX-R600 in 1992. The new 106 horsepower, 599cc engine was water-cooled, a first for a GSX-R in the US market. The GSX-R600's chassis was based upon the upcoming GSX-R750W, providing this middleweight class sportbike the same aluminum frame along with high-capacity suspension and brake components. This helped the GSX-R600 be a reliable, high-performance street bike and furthered its ability as a supersport-class race bike. This remains evident as the current GSX-R600 is the reigning Moto-America Supersport championship motorcycle. The close engineering and component relationship between the GSX-R750 and GSX-R600 models continues into 2020 providing benefits to both models.



GSX-R750M0
AGT: Pearl Glacier White / Glass Sparkle Black



GSX-R750M0
KGL: Glass Sparkle Black / Metallic Matte Black

For 2020 the GSX-R750 is available with a Glass Sparkle Black and Metallic Matte Black or a Glass Sparkle Black and Pearl Glacier White paint scheme. On the road or on the track, the GSX-R750 delivers a breathtaking combination of outstanding engine performance, crisp handling, compact size, and light weight. Its secret is an unequaled pairing of 750cc engine performance with the lightweight, compact chassis of a 600cc Supersport, complemented by technologically advanced suspension. The iconic GSX-R styling creates sharp looks while being aerodynamically efficient.



GSX-R600M0
YWW: Pearl Glacier White



GSX-R600M0
YVB: Glass Sparkle Black

Riders can choose a 2020 GSX-R600 in Glass Sparkle Black or in Pearl Glacier White bodywork, both with raised, three dimensional graphics. The Suzuki GSX-R600 is a class-leading middleweight sportbike true to its race-winning GSX-R heritage. The compact, powerful, four-cylinder engine demonstrates the advanced race-proven technology of the GSX-R line while supremely refined chassis and suspension provides precise, responsive handling. Wrapped in the aerodynamic and lightweight bodywork from the GSX-R750, the GSX-R600 offers class-leading performance on the street or track.

2020 Suzuki GSX-R750 & 600 Pricing & Warranty

GSX-R750	**(GSX-R750M0)**	**MSRP $12,499**
GSX-R600	**(GSX-R600M0)**	**MSRP $11,399**

12-month unlimited mileage, limited warranty
Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP)

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GSX-R750-600 TOP TEN FEATURES



Powerful 750cc and 559cc four-stroke, liquid-cooled inline four-cylinder engines. Each engine features camshaft profiles with an aggressive valve-lift curve, shot-peened connecting rods, 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. Bothe are Championship winning engines in a class of their own!



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. S-DMS 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.



Suzuki Dual Throttle Valve (SDTV) fuel injection system gives the GSX-R750 and 600 unrivaled performance and extraordinary fuel economy. The SDTV design features dual fine spray 8-hole injectors per cylinder for excellent fuel atomization and two butterfly valves per throttle body, providing more linear throttle response, increased torque and reduced emissions.



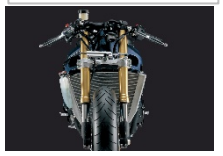
Lightweight, aerodynamic bodywork, with twin vertically-stacked headlights, features aggressive styling and uses fewer, thinner panels with less overlap, fewer seams and reduced front and rear overhang reduce bodywork weight without compromising Suzuki's strict quality and durability standards.



Twin lightweight, radial-mounted four-piston Brembo monobloc calipers with full-floating 310mm discs provide class-leading braking performance and helps produce exceptional performance on the race track or street. The four 32mm caliper pistons are staggered to promote even pad wear, the trailing pistons offset relative to the pad centerline. A 220mm rear disc brake with a Nissin caliper provides additional stopping force and chassis control.



The aluminum twin-spar frame creates a direct relationship between the steering head and swingarm pivot for optimal handling and feedback to the rider. The compact, suspended engine keeps frame narrow and its length down, permitting a longer the swingarm for good suspension response. The cast-aluminum Superbike-braced swingarm has equalized bracing to the main beams to provide balanced support and movement to the shock absorber, improving racetrack handling while conveying a consistent suspension feel to the rider.



Superb damping force control and suspension action from the lightweight Showa Big Piston front Fork ((BPF) that 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 supreme handling.



The 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.



A combination analog and digital instrument panel features an large tachometer with LCD readouts of the speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, and programmable shift light, S-DMS and gear position indicators, and built in lap timer.



A reasonable sport riding position is created by a carefully crafted relationship between the GSX-R's clip-ons, footrests, and seat. The seat height is low 31.9 inches, and the 3-way adjustable foot pegs help offer a comfortable, ergonomic riding position for a variety of riders. The passenger seat can be removed and exchanged with an optional color-matched solo tail cowl.

MODEL:	2020 Suzuki GSX-R750	2020 Suzuki GSX-R600	SUZUKI EDGE	2020 Honda CBR600RR	2020 Kawasaki Ninja ZX-6R	2020 Yamaha YZF-R6
MSRP:	**$12,499**	**$11,399**	GSX-R600 riders benefit from Suzuki's decade's long commitment to lightweight and nimble sportbikes. Engine performance is key in the middleweight supersport category so the GSX-R600 continues Suzuki's proven 180-degree even firing order for an outstanding rush of power all the way up to the 16,000 RPM redline. Championship wins prove the GSX-R600's chassis ability, confirming this agile Suzuki as an outstanding performance value in its category. The Honda CBR600RR's MSRP is $400 more that the GSX-R600, while the Yamaha YZF-R6 costs $800 more than the Suzuki. Using the GSX-R600's chassis architecture with an engine that produces nearly 150 horsepower, the GSX-R750 is an incredible, unmatched performance value with a price similar to some 600cc sportbikes. The GSX-R750 costs $300 less than the Honda CBR600RR ABS and is just $300 more than the Yamaha YZF-R6. The GSX-R750's performance rivals other larger displacement sport and supersport bikes as well making it one of the best values in motorcycling. For instance, the GSX-R750 costs $1851 less than the Triumph Speed Triple (MSRP $14,350) and is $3600 less than the Kawasaki ZX-10R (MSRP $16,099).	$11,799 (Non-ABS) $12,799 (ABS-equipped)	$9,999 (Non-ABS) $10,999 (ABS-equipped) $11,299 (KRT, with ABS)	$12,199
ENGINE						
Engine:	750cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC 16-valve engine	599cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC 16-valve engine	The GSX-R600 and 750 share a common engine design with a race-proven over-square bore-to-stroke ratio for strong high RPM power delivery. The GSX-R600 engine displaces 599cc's with a 67mm bore and a stroke of 42.5mm. The GSX-R750 displaces 750cc's with a 70mm bore and a 48.7mm stroke. Both short stroke engines employ Suzuki's Even Firing Order Engine legacy of 180-degree crankshaft timing. Lightweight titanium alloy valves are controlled by single-coil valve springs to reduce valve train mass for precise high RPM operation.	599cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valve engine	636cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valve engine	599cc liquid cooled in-line four cylinder, 4-stroke, DOHC 16-valve engine
Valve train:	Four titanium valves per cylinder (IN 29.0 mm x 2, EX 23.0 mm x 2)	Four titanium valves per cylinder (IN 27.0 mm x 2, EX 22.0 mm x 2)	To boost engine performance, the GSX-R750 and 600 have model-unique camshafts with aggressive profiles were derived from proven MotoGP racing technology – the first time this method has been applied to a production Suzuki. Lightweight titanium alloy valves are controlled by single-coil valve springs to reduce valve train mass for precise high RPM operation.	Four titanium valves per cylinder	Four titanium valves per cylinder	Four titanium valves per cylinder
Crankshaft & Balancer:	Flat-plane (180-degrees) inline-four, no balancer	Flat-plane (180-degrees) inline-four, no balancer	Both the GSX-R600 and 750 engines employ Suzuki's Even Firing Order Engine legacy of 180-degree crankshaft timing. These even firing engines produce good, smooth, and reliable power at all engine speeds while emitting a thrilling exhaust note. Both engines have energy-efficient crankshafts with shot-peened connecting rods, and forged pistons fitted with low-friction compression and oil control rings. Additional horsepower comes from pentagonal ventilation holes in the crankcases that reduce frictional and mechanical losses.	Flat-plane (180-degrees) inline-four, no balancer	Flat-plane (180-degrees) inline-four, no balancer	Flat-plane (180-degrees) inline-four, no balancer
Bore Stroke:	70.0 x 48.7 mm (2.756 x 1.917 in.)	67.0 x 42.5 mm (2.638 x 1.673 in.)	The GSX-R600 engine displaces 599cc's with a 67mm bore and a stroke of 42.5mm. The GSX-R750 displaces 750cc's with a 70mm bore and a 48.7mm stroke. Both short stroke engines employ Suzuki's Even Firing Order Engine legacy of 180-degree crankshaft timing.	67.0 x 42.5 mm	67.0 x 45.1 mm	67.0 x 42.5 mm
Compression Ratio:	12.5:1	12.9:1	The over-square engine design allows the combustion chamber on both the GSX-R750 and 600 to have a large surface area. This, in turn, allows the cylinder head and piston create a near optimal compression ratios below 13.0:1. This enables both Suzuki's engines to produce smooth torque, exciting power, and fuel efficiency even compared to other manufacturers' engine with larger bore diameters.	12.2:1	12.9:1	13.1:1
Power:	147.91 HP @ 13,200 RPM, 63.65 lb-ft @ 11,200 RPM (Suzuki)	124.04 HP @ 13,500 RPM, 51.33 lb-ft @ 11,500 RPM (Suzuki)	The GSX-R600's over-square engine puts out more horsepower and torque that the Honda CRR600RR and Yamaha YZF-R6. Only the Kawasaki ZX-6R with its larger displacement 636cc engine produces slightly more power. While the ZX-6R produces 3 horsepower and about one pound-foot of torque more than the GSX-R600, that modest advantage is negated as the Kawasaki weighs 18 pounds more than the Suzuki. The GSX-R750's engine performance outclasses all of the bikes in the middleweight supersport category. Only the Honda CBR600RR weighs less than the GSX-R750 while producing about 35 horsepower less. The Yamaha YZF-R6 weighs the same as the GSX-R750 while producing 31 horsepower less. And as further proof of the its outstanding performance, the GSX-R750 weighs 11 pounds less than the ZX-6R while producing 21 horsepower and about 11 pound feet of torque more than the Kawasaki.	113 HP @ 13,500 RPM, 48.7 lb-ft @ 11,250 RPM *Honda*	127.3 HP @ 13,500 RPM, 52.1 lb-ft @ 11,500 RPM *Kawasaki*	116.8 HP @ 14,500 RPM, 45.5 lb-ft @ 10,500 RPM *Yamaha*

MODEL:	2020 Suzuki GSX-R750	2020 Suzuki GSX-R600	SUZUKI EDGE	2020 Honda CBR600RR	2020 Kawasaki Ninja ZX-6R	2020 Yamaha YZF-R6
Fuel economy:	39.2 MPG (EPA, Suzuki published)	43.3 MPG (EPA, Suzuki published)	Thanks to its efficient engine and EFI system, the GSX-R600 delivers an impressive, EPA-rated 43.3 miles to the gallon that's better than the Kawasaki ZX-6R models and the Yamaha YZF-R6. The GSX-R750 delivers 39.2 miles per gallon.	44.0 MPG *Honda*	42.7 MPG *Kawasaki*	42 MPG *Yamaha*
Fuel System:	Suzuki Electronic Fuel Injection, four 42mm SDTV-equipped throttle bodies (with automatic Idle Speed Control)	Suzuki Electronic Fuel Injection, four 40mm SDTV-equipped throttle bodies (with automatic Idle Speed Control)	The EFI systems on the GSX-R600 and 750 are equipped with Suzuki's Dual Throttle Valve system for excellent driveablity. With SDTV the rider operates the primary throttle valve while the bike's ECM operates the secondary valve to produce immediate and controlled throttle response. Each of the four individual throttle bodies has two, eight-hole, fine-spray fuel injectors for improved fuel atomization and supply that results in higher peak power. The throttle bodies also incorporate Suzuki's Idle Stability Control that automatically sets and maintains the ideal idle speed regardless of the conditions. Only the Kawasaki Ninja ZX-6R models use a system similar to the SDTV system on the GSX-R models.	PGM-DSFI with four 40mm throttle bodies	DFI with four, 38mm throttle bodies equipped with secondary (sub-throttle) valves	Yamaha DFI with four 41mm electronic (ride-by-wire) throttle bodies
Air cleaner:	Dual intake-fed Airbox with Paper element	Dual intake-fed Airbox with Paper element	A large capacity air cleaner is used so the GSX-R750 and 600 have ample air to build strong power, especially in the upper RPM range. The headlight has been shaped and mounted above inlet ducts in fairing so they can effectively feed cool, dense air to the engine, boosting performance at higher speeds.	**Not published*	**Not published*	*Airbox includes variable length intake stacks* *(*Element type not published)*
Exhaust:	Four-into-one routing, stainless steel head pipes, includes catalyzer-equipped mid-pipe with SET valve and titanium silencer	Four-into-one routing, stainless steel head pipes, includes catalyzer-equipped mid-pipe with SET valve and titanium silencer	The 4-2-1 exhaust system was designed to complement the engine's characteristic of a strong pull off idle to high RPM power. The header, mid-pipe and under-chassis chamber are constructed of lightweight and strong stainless steel. A high-flow catalyzer is located in the under-chassis chamber to help control exhaust emissions. An ECM-controlled SET valve in the mid-pipe helps control back-pressure and flow to the muffler to widen power delivery and reduce exhaust sounds without needing a larger silencer. The gun metal-finish titanium silencer is tucked up high for good clearance at high lean angles while creating an exciting, distinctive sound. Because the catalyzer is in the exhaust mid-chamber and not the silencer, GSX-R600 and 750 riders can install EPA and CARB-approved silencers from suppliers such as Yoshimura R&D USA. This cannot always be done at a reasonable cost on other motorcycles.	Four-into-two-into-one	Four-into-two-into-one	Four-into-two-into-one with EXUP valve
Starter	Electric starting	Electric starting	A compact, lightweight starter motor helps keep weight down while having good cranking power to easily start the GSX-R750 and 600 engines.	Electric	Electric	Electric
Lubrication	Wet-sump, 3.1 US qt. (2900 ml) capacity	Wet-sump, 3.1 US qt. (2900 ml) capacity	Internally holding 3.1 quarts of oil, the wet-sump engine has an oil pick-up and passages to maintain proper lubrication, even during spirited riding. To reduce engine oil temperature, a liquid-cooled oil cooler is used. Using this type of oil cooler provides space so the exhaust's header pipes can be longer producing a wider spread of engine power. The oil filter is the standard spin-on type and the oil level can be checked via the window on the right side of the engine. Needing 2.6 quarts for an oil change, the three quart Suzuki oil change kit has enough R7000 semi synthetic oil or R9000 synthetic ECSTAR oil plus the oil filter and the oil drain bolt sealing washer.	Wet-sump	Wet-sump	Wet-sump
Cooling:	Liquid-cooling, radiator & water-cooled oil cooler	Liquid-cooling, radiator & water-cooled oil cooler	A large-capacity, curved radiator is used on the GSX-R600 and 750 to ensure adequate cooling under various riding conditions. The curved design increases the cooling surface area while allowing the radiator to be narrow so the motorcycle can be aerodynamic. To aid cooling at rest or in slow traffic, a thin, thermostatically-controlled fan is used. This fan uses a printed circuit motor so it is very thin as compared to a conventional electric motor. This fan uses a stepping-motor to turn the blades so it is very thin as compared to a conventional electric motor. The thin cooling fan allows the radiator to be closer to the engine so the chassis can have a shorter wheelbase that helps keep the GSX-R's handling agile.	Liquid-cooling, radiator	Liquid-cooling, radiator	Liquid-cooling, radiator
Clutch	Wet, multi-plate SCAS type, cable-operated	Wet, multi-plate SCAS type, cable-operated	For precise transmission operation on the street or track, a Suzuki Clutch Assist System multi-plate, wet clutch is fitted to the GSX-R600 and 750. Ramps in the clutch's inner hub reduce pressure on the plates during downshifts and deceleration, smoothing engine braking so handling is not affected. Additionally, these ramps increase clutch plate pressure during acceleration, helping ensure engine power is transmitted to the ground. This permits the use of a lighter, diaphragm style clutch spring that reduces clutch lever effort while improving clutch engagement point feel to the rider.	Wet, multi-plate, slipper-type, cable-operated	Wet, multi-plate, slipper-type, cable-operated	Wet, multi-plate type, cable-operated (slipper function)
Transmission:	6-speed constant mesh, staggered shafts	6-speed constant mesh, staggered shafts	The race-proven six-speed close-ratio transmission features vertically staggered shafts to reduce the engine and chassis size to aid handling. Compared to prior models, the transmission has a taller first-gear ratio and shorter ratios for the other gears, making it easier for a racer to get a good start while improving straight-line acceleration and drive out of corners. Programmable shift lights on the instrument panel provides a visual alert to the rider to shift when a certain engine RPM is reached.	6-speed	6-speed	6-speed

MODEL:	2020 Suzuki GSX-R750	2020 Suzuki GSX-R600	SUZUKI EDGE	2020 Honda CBR600RR	2020 Kawasaki Ninja ZX-6R	2020 Yamaha YZF-R6
Final Drive:	Chain, RK525SMOZ5Y x 116L (sealed O-ring type) Final ratio: 2.647 (45/17)	Chain, RK525SMOZ8 x 114L (sealed O-ring type) Final ratio: 2.687 (43/16)	The sprockets are different between the GSX-R600 and 750 so the final gear ratio better matches each engine's power characteristics. The GSX-R750's stronger engine performance suits its 2.647 final ratio as the GSX-R600 has a shorter 2.687 ratio to aid acceleration. Strong but lightweight 525-size drive chains uses O-rings to retain internal lubrication so power is transmitted smoothly and quietly. While similar, the chain used on the GSX-R750 differs from the one fitted to the GSX-R600.	Chain (525 O-ring type)	Chain	Chain
CHASSIS						
Frame:	Aluminum twin-spar type	Aluminum twin-spar type	The GSX-R600 and 750 share chassis architecture with differences such as spring rates and damping force tuned to match each model's performance. The GSX-R's twin-spar aluminum frame balances light weight and strength. This design creates a direct relationship between the steering head and swingarm pivot for optimal handling and feedback to the rider.	Aluminum twin-spar type	Aluminum twin-spar type	Aluminum twin-spar type (Deltabox)
Swingarm:	Aluminum, bridged beam-style	Aluminum, bridged beam-style	Mated to the GSX-R600 and 750 frame is a cast aluminum swingarm with equalized bracing to the main beams to provide balanced support while conveying a consistent suspension feel to the rider.	Aluminum, bridged beam-style	Aluminum, bridged beam-style	Aluminum, banana-style
Caster & Trail:	23^{O} 45', 97mm (3.82 in.)	23^{O} 45', 97mm (3.82 in.)	The GSX-R600 has a category low caster of 23-degress, forty-five minutes, allowing for easy turn in for the rider. The trail of 3.82 inches is less than the category average of 3.85 inches, a value associated with straight line stability. The combined caster and trail demonstrates why the GSX-R600 and 750 models blend nimble handling with stability.	23^{O}, 98mm (3.85 in.)	23.5^{O}, 101mm (4.0 in.)	24^{O}, 96.5 mm (3.8 in.)
Steering angle:	27^{O} (right & left)	27^{O} (right & left)	The GSX-R600 and 750 have 54-degress of steering arc, which aids the rider when maneuvering the motorcycle at slow speeds or manually moving the motorcycle when it is not under power. Steering angle of competitive models are not available for study.	*Not published	*Not published	*Not published
Turning radius:	3.4 m (11.2 ft.)	3.4 m (11.2 ft.)	With a turning radius of about eleven feet, both the GSX-R600 and 750 can be maneuvered well in tight conditions, like a parking lot. The turning radius of competitive models are not available for study.	*Not published	*Not published	*Not published
Handlebars:	Clip-on style, independent handlebars	Clip-on style, independent handlebars	The GSX-R600 and 750's reasonable sport riding position is created by a carefully crafted relationship between the clip-ons, footrests, and seat. This riding position lets the rider get low behind the windshield to avoid wind drag at higher speeds. The clip-on handlebars are also high and wide enough so the rider can apply good leverage to the controls on the track and still enjoy comfort while street riding.	Clip-on handlebars	Clip-on handlebars	Clip-on handlebars
Steering Damper:	Electronic, Speed-sensitive Steering Damper	Electronic, Speed-sensitive Steering Damper	Both GSX-R's models are fitted with an electronic steering damper. Mounted safely behind the fairing, the ECM-controlled steering damper increases damping force as vehicle speed increases. This provides additional control for higher speed use while providing a light steering feeling when maneuvering the motorcycle at lower speeds.	Electronic Steering Damper	No Steering Damper	No Steering Damper
Front Suspension:	SHOWA BPF-style, 41mm inverted telescopic, coil spring, oil damped, fully adjustable spring preload and damping force: 4.7 in (120mm) travel	SHOWA BPF-style, 41mm inverted telescopic, coil spring, oil damped, fully adjustable spring preload and damping force: 4.7 in (120mm) travel	Superb front suspension action on the GSX-R600 and 750 is delivered by the fully adjustable Showa Big Piston fork which is renowned for damping force control that maintains front tire contact with the surface so the rider gets good sensory feedback while riding at a variety of speeds. Conveniently located at the top of each fork leg are the compression and rebound damping force adjusters. Spring preload adjusters are located in the axle holders at the trailing side of each fork leg. The fork, with strong 41mm inner tubes, has strong, cast aluminum axle holders that are good foundation for the axle and the radial mounted brake calipers. Front wheel travel on the GSX-R600 and 750 match other models in the class, except for the fork on the Honda CBR600RR which has almost half-an-inch less travel. All the forks on the models in this category have full spring preload and damping force adjustability.	41mm inverted telescopic, fully-adjustable fork, 4.3 in. travel	41mm inverted telescopic, fully-adjustable fork, 4.7 in. travel	43mm inverted telescopic, fully adjustable fork, 4.7 in. travel
Rear Suspension:	Link type, coil spring, oil damped, fully adjustable spring preload and damping force: 5.1 in (130mm) travel	Link type, coil spring, oil damped, fully adjustable spring preload and damping force: 5.1 in (130mm) travel	Connecting the swingarm to the frame is a link-type rear suspension with a single shock absorber working through a progressive linkage. Developed through years of racing, the GSX-R's linkage ratios effectively match the rear wheel's movement to the spring and damping force of the shock. The Showa remote reservoir shock absorber was developed with a spring rate and damping force valving that complement the Big Piston Fork. The shock body has a long threaded area so spring preload can be ideally adjusted to match the rider's weight and style, and the track conditions. The shock has full damping force adjustability that includes rebound damping force adjustment at the bottom of the shock's body. At the top of the shock are separate high and low speed compression damping force adjusters. This allows the suspension to be tuned for fast or slow rear wheel movement for good control over a variety of road or track conditions. The Shock on the GSX-R600 and 750 have 5.1-inches of rear wheel travel, just below the category average	Link-style, fully-adjustable single shock, 5.1 in. travel	Link-style, fully-adjustable single shock, 5.9 in. travel	Link-style, fully-adjustable single shock, 4.7 in. travel

MODEL:	2020 Suzuki GSX-R750	2020 Suzuki GSX-R600	SUZUKI EDGE	2020 Honda CBR600RR	2020 Kawasaki Ninja ZX-6R	2020 Yamaha YZF-R6
Front Brakes:	Twin 310mm brake rotors with dual, radial-mounted, four-piston BREMBO Monobloc calipers	Twin 310mm brake rotors with dual, radial-mounted, four-piston BREMBO Monobloc calipers	The GSX-R600 and 750 are fitted with a pair of high quality Brembo Monobloc front brake calipers. Each caliper has four 32mm pistons in opposed pairs producing strong, controlled stopping force. Because these calipers are radially mounted to the fork there is minimal effect to the suspension when braking. The rider will experience better feel and feedback during braking as compared to axially mounted calipers. Radial mounting allows the calipers to be positioned farther from the axle so larger brake rotors can be used for better stopping power. The calipers clamp on a pair of 310mm, fully-floating stainless steel brake rotors. A radial style front master cylinder helps the rider control the strong braking performance with superb feedback. Both GSX-R's match the other models in the category with dual, radially mounted four-piston brake calipers. All of the motorcycles in this category have dual, 310mm brake rotors except the Yamaha YZF-R6 which is fitted with slightly larger 320mm rotors.	Dual 310mm petal-style discs, radial-mounted, 4-piston calipers	Dual 310mm petal-style discs, radial-mounted, 4-piston calipers	Dual 320mm discs, radial-mounted, 4-piston calipers
Rear Brakes:	Single 220mm disc, single-piston NISSIN caliper	Single 220mm disc, single-piston NISSIN caliper	The front brakes are complemented by a 220mm rear disc brake with a Nissin single-piston caliper to help make sure the rider can have controlled stops. The rear brake's precise control is essential to helping the rider control the chassis and speed during spirited riding. The 220mm diameter rear brake rotor is the common size in the category. The other middleweight supersport models also use a single piston rear caliper like the GSX-R600 and 750 models.	Single 220mm disc	Single 220mm disc	Single 220mm disc
Wheels:	Three-spoke, cast-aluminum wheels 17 M/C x MT 3.50 (front) 17 M/C x MT 5..50 (rear)	Three-spoke, cast-aluminum wheels 17 M/C x MT 3.50 (front) 17 M/C x MT 5..50 (rear)	Ready for the track or the street, the lightweight three-spoke cast aluminum wheels were developed to handle the braking and drive forces that the GSX-R600 and 750 can produce. The wheel rim width and diameters match the sizes required for high performance, middleweight-class supersport tires, handling the braking and drive forces that a GSX-R600 or 750 can create. The 3.5-inch wide front and 5.5-inch rear rim sizes are the ideal widths for the Bridgestone Battlax tires fitted to the GSX-R600 and 750. The manufactures of other models in this category do not publish rim widths (on their consumer web-sites).	Cast-aluminum wheels **Sizes not published*	Cast-aluminum wheels **Sizes not published*	Cast-aluminum wheels **Sizes not published*
Front Tire:	120/70ZR17 M/C (58W) Bridgestone Battlax BT016F (tubeless)	120/70ZR17 M/C (58W) Bridgestone Battlax BT016F (tubeless)	Both GSX-R models are fitted with Bridgestone high-performance Battlax sport tires that offer a high level of grip balanced with longevity. The 120/70ZR17 front tire is the common size for middleweight-class supersport bikes and its trim profile handles turn-in with low effort as compared to the tires fitted to competitive models.	120/70ZR17	120/70ZR17	120/70ZR17
Rear Tire:	180/55ZR17 M/C (73W) Bridgestone Battlax BT016R	180/55ZR17 M/C (73W) Bridgestone Battlax BT016R	Both GSX-R models are fitted with Bridgestone high-performance Battlax sport tires that offer a high level of grip balanced with longevity. The rear tire is a class-standard 180/55ZR17 size.	180/55ZR17	180/55ZR17	180/55ZR17
Fuel Tank:	4.5 US gal. (17.0 L) Potential range: 176 miles *(per EPA rated 39.2 MPG)* - CA model: 4.2 US gal. (16.0 L), Potential range: 164	4.5 US gal. (17.0 L) Potential range: 194 miles *(per EPA rated 43.3 MPG)* - CA model: 4.2 US gal. (16.0 L), Potential range: 181	Thanks to its efficient engine and EFI system, the GSX-R600 delivers an impressive, EPA-rated 43.3 miles to the gallon. That's better fuel economy than the Kawasaki ZX-6R and the Yamaha YZF-R6. That good fuel economy, along with the GSX-R600's 4.5 gallon fuel tank, provides a riding range of 182 miles that is ideal for commuting, sport riding or longer track day sessions. The GSX-R750 delivers 39.2 miles per gallon for a potential riding range of 176 miles.	4.8 US gal. Potential range: 211 miles *(per EPA rated 44 MPG)*	4.5 US gal. *Potential range: 192 miles* *(per EPA rated 42.7 MPG)*	4.6 US gal. *Potential range: 193 miles* *(per EPA rated 42 MPG)*
Color:	*Pearl Glacier White/Glass Sparkle Black* -or- *Metallic Matte Black No. 2/Glass Sparkle Black*	*Pearl Glacier White* *-or-* *Glass Sparkle Black*	The GSX-R600 and 750 bodywork is the result of practical incorporation of the compact engine and chassis with a shapes that are suited to race track use. Elements like the vertically stacked headlights and mirror-integrated turn signals help keep the motorcycle narrow and aerodynamic to best utilize its strong engine performance. For 2020 the GSX-R750 is available with a Glass Sparkle Black and Metallic Matte Black or a Glass Sparkle Black and Pearl Glacier White paint scheme. Riders can choose a 2020 GSX-R600 in Glass Sparkle Black or in Pearl Glacier White bodywork, both with raised, three dimensional graphics.	Matte Black Metallic	Andy Orange/Black -or- Metallic Spark Black -or- Green (KRT models)	Team Yamaha Blue -or- Vivid Orange/Matte Raven Black -or- Matte Raven Black

MODEL:	2020 Suzuki GSX-R750	2020 Suzuki GSX-R600	SUZUKI EDGE	2020 Honda CBR600RR	2020 Kawasaki Ninja ZX-6R	2020 Yamaha YZF-R6
ELECTRICAL						
Charging & Battery:	400W @ 5,000 RPM FT12A-BS (12V 10.0 Ah)	400W @ 5,000 RPM FTX9-BS (12V 8.0 Ah)	The GSX-R600 and 750 use the same charging system. This three-phase charging system, with an oil-cooled stator, produces 400 watts to keep the bike's maintenance-free battery up to capacity for trouble-free operation. The GSX-R600 is fitted with an eight amp-hour battery while the larger displacement GSX-R750 is equipped with a ten amp-hour battery.	*Charging output not published YTZ10S (12V 10.0Ah)	*Not published	*Not published
Ignition:	Electronic digital ignition (transistorized)	Electronic digital ignition (transistorized)	The GSX-R600 and GSX-R750 each have a unique and powerful, 32-bit Engine Control Module, or ECM, that blends Suzuki's vast street-going EFI knowledge with the intelligence derived from Suzuki's race-winning MotoGP program.	Transistorized	Transistorized	Transistorized
Spark plugs:	NGK CR9EIA-9 or DENSO IU27D spark plugs	NGK CR9EIA-9 or DENSO IU27D spark plugs	The GSX-R600 and 750 models use the same iridium style spark plugs (four per engine) for hotter spark energy and longer life than conventional plugs.	DENSO VUH27D	*Not published	*Not published
Headlight:	Multi-reflector Halogen headlight (65W H9 & 55W H7)	Multi-reflector Halogen headlight (65W H9 & 55W H7)	Used on both the GSX-R7500 and 600, the distinctive multi-reflector headlight has vertically stacked high- and low-beam halogen bulbs centered between position lights on each side. This headlight is shaped and mounted above inlet ducts in fairing can effectively feed cool, dense air to the engine, boosting performance at higher speeds.	Dual halogen headlight (H7 x 2)	LED	LED
Taillight:	LED	LED	Used on both the GSX-R750 and 600, the LED combination tail and brake light has a very low electrical draw, and is centered on the same visual plane as the turn signals for a tidy appearance.	LED	LED	LED
Turn signals:	Mirror- & tail-mounted turn signals with incandescent bulbs, amber lens (x 4)	Mirror- & tail-mounted turn signals with incandescent bulbs, amber lens (x 4)	Incorporated into the mirrors, the front signals have amber incandescent bulbs with clear lenses, helping the motorcycle be more visible to other traffic. Easy removal of the combination mirror and turn signal assemblies help riders prep for track day action. The rear turn signals, that also have clear lenses, are incorporated into the rear tail section so the GSX-R600 and 750 look trim and light like a race bike.	Amber incandescent bulbs, clear lens	Amber incandescent bulbs, clear lens	LED
Instruments:	Multifunction Analog & LCD instrument panel with LED indicators	Multifunction Analog & LCD instrument panel with LED indicators	The GSX-R600 and 750 use a compact, lightweight analog and digital instrument cluster with a built-in lap timer and programmable engine speed LED indicators to alert the rider when to shift. Information displayed on the instrument cluster are the engine speed on the large analog tachometer, road speed on the digital speedometer, plus transmission gear and S-DMS settings, odometer with dual trip meters, coolant temperature, and time. LED indicators for the turn signals and high beam, neutral gear indicator, EFI malfunction alert, coolant temperature and low oil pressure alert, plus the low fuel level alert. Most of the instrument cluster's basic functions, such as the time setting, can be controlled by the ADJUST and SELECT buttons. The MODE select button on the left handlebar is used to change S-DMS settings. The METER up and DOWN switches on the right handlebar is used to control the trip meters, the lap timer and the brightness of the instrument's illumination.	Analog & LCD instrument panel	Analog & LCD instrument panel	Analog & LCD instrument panel
ECM:	32-bit ECM	32-bit ECM	The GSX-R600 and GSX-R750 each have a unique and powerful, 32-bit Engine Control Module, or ECM, that blends Suzuki's vast street-going EFI knowledge with the intelligence derived from Suzuki's race-winning MotoGP program.	Solid-state ECM	Solid-state ECM	Solid-state ECM
Rider Aids: *Excludes ABS*	Two-mode, Suzuki Drive Mode Selector (S-DMS)	Two-mode, Suzuki Drive Mode Selector (S-DMS)	The Suzuki Drive Mode Selector, or S-DMS system, lets GSX-R750 and 600 riders select one of two engine power delivery modes to match riding preference and conditions. • MODE A provides a strong acceleration characteristic with full engine power. This mode is suitable for good condition riding surfaces such as a clean, smooth race track or road. • MODE B provides a moderate acceleration characteristic with reduced engine power. This mode is suitable for all around riding or conditions with poor grip, like a wet road, as the reduced engine power is delivered very smoothly.	None	Selectable power delivery, Traction Control, & Quick Shift (upshift only)	Two-mode, selectable power delivery, Traction Control

MODEL:	2020 Suzuki GSX-R750	2020 Suzuki GSX-R600	SUZUKI EDGE	2020 Honda CBR600RR	2020 Kawasaki Ninja ZX-6R	2020 Yamaha YZF-R6
DIMENSIONS						
Overall Length:	79.9 in. (2030 mm)	79.9 in. (2030 mm)	Just under 80 inches long, the GSX-R600 and 750's bodywork is slightly longer than most of its competitors. This length creates an extended cockpit, providing more room for the rider and passenger than other supersport bikes. An optional, color matched seat cowl is available to replace the passenger seat and the protective rear fender (that helps keep road grime off the chassis and rider) can be easily removed for track-day excursions.	79.9 in.	79.7 in.	80.3 in.
Overall Width:	28.0 in. (710 mm)	28.0 in. (710 mm)	The GSX-R600 and 750 are narrow and maneuverable with a 28-inch overall width that is near the average width for the other bikes in the class.	27.0 in.	28.0 in.	27.4 in.
Wheelbase:	54.7 in. (1390mm)	54.5 in. (1350mm)	The engine in the GSX-R600 and 750 is suspended below the frame to keep mass low and the wheelbase short to promote nimble handling. Centered in the categories' specifications, the GSX-R600's 54.5-inch wheelbase helps create the Suzuki's renowned stability while remaining short enough for nimble handling. Additionally, the GSX-R750's 54.7-inch wheel base is close the 600 supersport-class average of 54.5-inches which illustrates why this Suzuki is the favorite sport bike among the motorcycling media and experienced enthusiasts.	53.9 in.	55.1 in.	54.1 in.
Ground clearance:	5.1 in. (130 mm)	5.1 in. (130 mm)	The GSX-R600 and 750's ground clearance is within the normal range of this street-oriented motorcycle category.	5.3 in.	5.1 in.	5.1 in.
Seat Height:	31.9 in. (810 mm)	31.9 in. (810 mm)	The low seat height of 31.9 inches contributes to the reasonable riding position and aids rider confidence at stops. Both the GSX-R600 and 750's seat height is the shortest in the middleweight supersport category. This short height contributes to the GSX-R's good ergonomics and provides riders confidence that their feet can touch the ground at stops. Attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover (an optional solo seat cover can be exchanged in place of the passenger seat for track-day use or just a sport look).	32.3 in.	32.7 in.	33.5 in.
Curb Weight:	419 lbs. (190 kg)	412 lbs. (187 kg)	Reviewing chassis specifications shows how the GSX-R600 and 750 models have good and balanced performance on both the street and track. Balancing strength and light weight, the GSX-R600 weighs less than the Kawasaki Ninja ZX-6R models and the Yamaha YZF-R6. Only the more expensive, non-ABS Honda CBR600RR weighs two few pounds less than the GSX-R600.	410 lbs. (No ABS) 434 lbs. (ABS)	428.0 lbs. (No ABS) 430.0 lbs. (ABS) 430.2 lbs. (CA model, no ABS) 432.3 lbs. (CA model, ABS)	419 lbs.
OTHER						
Warranty	12-Month Unlimited, Mileage Limited Warranty	12-Month Unlimited, Mileage Limited Warranty	The GSX-R750 and GSX-R600 are delivered with Suzuki's 12-month unlimited mileage, limited warranty with longer protection periods and other benefits available from Suzuki Extended Protection (SEP). These plans add years of protection, and can be transferred to the next owner and help maintain resale value.	12-month limited warranty	12-month limited warranty	12-month limited warranty

Data within this document was recorded from each competitive models' respective distributors' web-site, except where noted. In those noted exceptions, the data was recorded from an established Powersports media publication or website.

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