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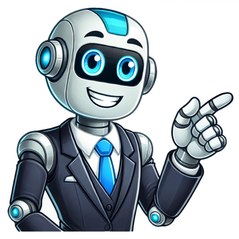

2011 gsxr 750 oil capacity

The ECM operates a state-of-the-art Suzuki Dual Throttle Valve (SDTV) closed-loop fuel injection system, an advanced ignition system and several emission control systems, producing better throttle response, smoother power delivery, improved mileage and reduced emissions. 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. Lighter Weight Equals Better Performance The importance of reducing curb mass by 8 kilograms for the new GSX-R750 cannot be overstated. 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 GSX-R750 is Suzuki's long-running "middleweight" sports bike, attempting to put a more powerful engine into the supersport GSX-R600 chassis, bridging the class before literbikes. Or if it's too much for you… try Suzuki's stablemate the naked Suzuki GSX-S750. The two maps are designated A and B, with Map A delivering full power and acceleration and Map B producing more moderate acceleration. Most motorcycle coolants are, and so a Valvoline Zerex G05 is a fine option.Chain maintenanceUse either Motul chain paste or a complete Motul chain care kit for frequent chain servicing.GreaseAlways handy to have some lithium soap-based grease for external pivot points, like the kickstand.Suzuki GSX-R750 (2011+) maintenance parts Below is the maintenance schedule for the Suzuki GSX-R750 L1-L9 (2011-2021). With a wet weight of under 200 kg (194 kg, or 428 lb to be exact — or even lighter on some testers' scales), the GSX-R750 is fast. The revs spin up almost as quickly on the move, racing through the gears, as it does at a standstill. The new machine is built on a more compact, 15mm-shorter wheelbase with race-developed chassis geometry, suspension and brakes, with simplified and lighter aerodynamic bodywork. Equipment Compared to the latest 1000s, the GSX-R750 is sparsely-equipped, but thatâ€™s the way itâ€™s supposed to be: itâ€™s light, simple and fast. It loads you with feedback and flatters your riding. This also means that it's not likely to last forever — especially as it was never gifted ABS, or any other rider aids for that matter. It is the product of Suzuki's integrated design approach, and the goal of every GSX-R: Own The Racetrack. Concentrate on overall performance, not simple fashion. Could it be made lighter, smaller, simpler while maintaining strength and durability? It doesnâ€™t have the new close-ratio gearbox fitted in the 600, so feels longer-legged in the higher gears on track, but will it will make for a less frantic machine on the road. High-compression, forged aluminum three-ring slipper pistons feature cutaway sides and ride on short wrist pins carried by shot-peened chrome molybdenum steel connecting rods. Source MCN The 2011 GSXR 750 features advanced engine technology, with broader power delivery, improved throttle response, lower emissions and about 10-pecent better fuel mileage as measured by Suzuki engineers using the standardized Worldwide Motorcycle Test Cycle. Sophisticated Instrumentation, Featuring A Built-In Lap Timer The new, more compact and lighter instrument cluster installed on the GSX-R750 now comes standard with a built-in lap timer/stopwatch and a programmable, sequential engine rpm indicator system. The suspension is plush on the move and thereâ€™s lots of adjustment for track riding too. The secondary valve is controlled by the ECM, which monitors engine rpm, primary butterfly valve position (or how much throttle the rider has selected) and gear position, then opens or closes the secondary butterfly valve incrementally to maintain the ideal intake air velocity for improved cylinder charging and more efficient and complete combustion. Each frame is also narrower at the seat, making it more convenient for the rider to reposition their weight for cornering on the racetrack. It replaced the earlier K6-K10 GSX-R750, and there's no word on whether there'll be a replacement — many suspect it'll fall victim to emissions regulations soon. The valves are set at a narrow angle, 22.5 degrees for the GSX-R750, allowing a very compact Twin Swirl Combustion Chamber (TSCC)-with the intake valves set at 10.5 degrees from the cylinder centerline. The above maintenance schedule comes directly from the user's manual for the Suzuki GSX-R 750 from the 2020 manual, consulting previous years to check for differences. The manual for the Suzuki GSX-R750 recommends the following tyre sizes and pressures, as well as prescribing Bridgestone Battlax tyres. The engine rpm indicator system's four LEDs can be programmed to go off at four different rpm settings, with a choice of a solid or blinking light. Combined, the new front brake calipers and associated hardware are 405 grams lighter than the system used on previous models. Itâ€™s still civilised, comfy and thanks to adjustable footpegs, roomy enough for tall riders too. The latest fine-spray injectors each have 8 small holes for improved fuel atomization, which contributes to more complete combustion. Advanced Digital Engine Management, Fuel Injection and Emissions Control The GSX-R features a repositioned engine management computer (also known as the Engine Control Module, or ECM) to allow the wiring harness to be simplified and made lighter. Clicking the bike into gear, he heads out onto the course, quickly upshifting through the close-ratio six-speed transmission and accelerating hard toward turn one. The L1 Suzuki GSX-R750 also got a clean and sleek body style with a new headlight, Brembo brake calipers at the front, and a lot of features to make it easier to ride, including "back torque-limiting" clutch. S-DMS Rider-Selectable Mapping 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. 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. A rolling-code anti-theft immobilizer system is standard in selected markets, with an additional LED indicator light built into the instrument cluster. The Total Package Designing a Supersport to Own The Racetrack isn't simply a matter of bolting together parts. The 2011 GSXR 750 features advanced engine technology, with broader power delivery, improved throttle response, lower emissions and about 10-pecent better fuel mileage as measured by Suzuki engineers using the standardized Worldwide Motorcycle Test Cycle. Primary injector on-time is calculated based on engine rpm, intake pressure (vacuum), throttle position and readings from a sensor built into the exhaust system; the sensor monitors exhaust gas composition and allows the ECM to adjust fuel delivery for more complete combustion, reducing hydrocarbon (HC), carbon monoxide (CO) and nitrogen oxide (NOx) emissions. Suzuki's proven Pulsed-AIR (PAIR) system is controlled by the ECM and injects clean, fresh air from the air box into the cylinder head exhaust ports, reacting with unburned HC and reducing CO emissions. Changing the oil and servicing the chain are your top priorities. The newest GSX-R750 is a full 8 kilograms lighter, with a curb mass of 190 kilograms. The centerpiece of the instrument cluster is an analog tachometer, with an adjacent LCD panel offering digital speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil-pressure indicator, lap timer/stopwatch, S-DMS indicator and gear position indicator displays. A reduction in pipe wall thickness and a smaller, more efficient exhaust chamber and muffler combine to make the GSX-R750 system 1100 grams lighter. Lighter, Simpler Bodywork With Improved Aerodynamics Both the new Suzuki GSX-R750 features exciting, aerodynamic styling and are even more streamlined and even more compact. Double Overhead Camshafts (DOHC) are driven by a link-plate chain off a forged crankshaft and open four titanium valves per cylinder through bucket tappets, with shim-under-bucket lash adjustment. The effective engine management and emissions control systems make the new GSX-R models cleaner-running. The 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. The larger ventilation holes also reduce overall crankcase weight. The 750â€™s rolling chassis and bodywork is completely new, but it doesnâ€™t get the GSX-R600â€™s radical engine overhaul and the resulting 1kg extra weight reduction. When the Suzuki GSX-R 750 was introduced in 1985, it was a total shock to the motorcycle industry. And because the fork springs are relocated to the bottom of each fork leg where they are completely submerged in oil, foaming is reduced and damping performance remains more consistent. The more power and torque the engine makes and the less the motorcycle weighs, the better the power-to-weight ratio becomes. It was detailed, painstaking work, and the result was better overall performance. The amount of fuel delivered by the injectors is determined by the ECM, and is controlled by injector on-time. Unsprung weight-which is the weight of the components between the suspension (or springs) and the pavement-has a huge effect on each wheel's ability to stay in contact with the racetrack surface. A slightly larger-diameter radiator fan mounted on the efficient, trapezoidal, curved radiator turns on and off based on coolant temperature and improves cooling performance. Efficiency By Design Efficiency is an important motorcycle engineering consideration. 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. The larger BPF piston and valving shims produce more effective, more accurate and more linear damping performance. The redesigned intake valves are each 0.6 gram lighter thanks to a new, stronger titanium alloy and reshaped valve heads. 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. Suspension on the GSX-R750 is a Showa Big Piston Fork at the front, and a Showa rear shock at the back — both with full adjustability. Other LED lights built into the cluster include neutral, high beam and turn signal, fuel level and FI indicators. Take what is learned in professional racing, and apply it to production models in a continuous loop of engineering improvement. If you appreciate this work, then please use those links. Returning to a vertically-stacked dual headlight layout helped save additional weight without any performance penalty. State Of The Art Engine Design The inline four-cylinder engine is liquid-cooled with Suzuki Ram-Air Direct (SRAD) induction and a digital engine management system. Pentagonal cutouts in the sides of each cylinder bore are larger in terms of area than conventional round ventilation holes, allowing air trapped underneath each descending piston to more quickly escape to adjacent cylinders where the pistons are rising. The front brake master cylinder uses a 17.46 mm radial-mount piston. Both those new features can be useful at track days or during club-racing weekends. More contact means more traction, which is especially important when accelerating out of a corner on the racetrack, or when trail-braking into the apex of a corner on the racetrack. Which can make the difference in getting to the finish line sooner. The new-for-2011 model was a significant change from the previous generation, though. Combustion efficiency, for example, is a measure of how completely an engine burns its fuel. TyreSizeTyre pressure (cold)Brand(s) shipped withFront120/70 ZR17 M/C 58W36 psi / 250 kPaBRIDGESTONE BATTLAX BT016F GRear180/55 ZR17 M/C 73W41 psi / 290 kPaBRIDGESTONE BATTLAX BT016R GTyres and tyre pressures The 2011+ L1 Suzuki GSX-R750 is an improvement again on a winning formula. 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. Each GSX-R 750's main frame is built using five welded-together castings. 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. The race-proven ramp-and-cam design of the back-torque-limiting clutch reduces pressure on the plates during deceleration, producing smoother downshifting and corner entry and allowing the track rider to concentrate on braking and cornering. 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. The ISC system improves starting, reduces cold-start emissions and stabilizes engine idle under varying conditions. Engine Unlike the 2011 GSX-R600 there are only minor changes to the 148bhp, 750cc inline-four-cylinder motor. The GSX-R750's engine is still a transverse four-cylinder engine with a very oversquare ratio, with 70mm pistons and a 48.7mm stroke. 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. By keeping the reciprocating mass low and venting the case to reduce pumping losses, Suzuki ensures that more power makes it to the pavement. Use EBC part codes FA447HH (two pairs) for the front and FA436HH for the rear.CoolantSuzuki only requires a coolant that's "compatible with an aluminium radiator". The shorter wheelbase better centers the combined machine/rider mass between the wheels, improving racetrack cornering and also shortening the reach between the seat and the handlebars. The more controlled compression damping is especially noticeable during hard braking and at corner entry, delivering better feedback to the rider. Either use a good-quality (and affordable) chain lube like Motul Chain Paste, or use a full on Motul Chain Care Kit to clean and restore a chain. The primary injector nozzles are changed from 41 to 35 degrees inside the throttle bodies. This site has links for things like oil and spark plugs from which we earn a commission (which unfortunately nobody can save, not even us). Thereâ€™s a new dash, which incorporates a gear position indicator and lap timer and of course those Showa forks and Brembo brakes. Blip the throttle and you still get that angry, metallic GSX-R rasp from the airbox and exhaust. A Lighter, More Compact Chassis The new GSXR750 features a completely new chassis designs, based on a more compact, lighter twin-spar aluminum frame with a 15 mm shorter wheelbase. It could be during a track day for fun and excitement, or during a national race weekend for purse money and championship points. Each bore in the integrated aluminum-alloy cylinder-block/upper-crankcase casting is plated with Suzuki's own race-proven nickel-phosphorus-silicon-carbide coating, which reduces friction and improves heat transfer, durability and ring seal and is known as Suzuki Composite Electrochemical Material (SCEM). Still a lot of power, and you get more comfort, ABS, and a few other bits and pieces. The new chassis has a 15mm shorter wheelbase, so steering is even lighter than before. 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. On the racetrack, less overall weight contributes to harder acceleration, stronger braking, quicker handling. Suspension response is also improved by a 550 grams reduction in unsprung weight, thanks to a 210 grams lighter front and 190 grams lighter rear cast aluminum wheel set and a 150 grams lighter rear sprocket drum assembly. The longer the injector is turned on and is spraying fuel, the greater the volume of fuel delivered to the cylinder. The engine is effectively the same as the previous generation, though some tuning work helps it make more mid-range and gives it higher fuel efficiency under normal use. The crankcases carry a six-speed close-ratio transmission with vertically staggered shafts, to reduce overall engine length, and a back-torque-limiting clutch. A new, technologically-advanced, transistorized ignition control circuit developed in MotoGP racing and built into the ECM offers finer calibration and maintains more precise and stable spark timing, across the range of engine temperature. The BPF design also has minimized change in internal fork pressure throughout the stroke, improving response to small bumps and racetrack surface imperfections. Each cylinder's secondary injector is mounted at a 15-degree angle and is aimed to bounce sprayed fuel off the secondary throttle valve, improving atomization and combustion efficiency while also contributing to more linear throttle response. In the decades since then, the GSX-R750 has consistently outperformed anything else in its class, proving the slogan, Own The Racetrack. With much less weight to lug around, the GSX-R750 is a joy to ride fast. The spring itself is also 200 grams lighter and a new shock linkage is 490 grams lighter. Rebound and compression damping can also be externally adjusted, using convenient screws built into the fork caps The BPF forks installed on the newest GSX-R750 are 1040 grams lighter than the conventional cartridge forks used on the previous model. The gearbox remains the same. Pound-for-pound we reckon itâ€™s one of the best sportsbikes you can buy. The shape of the ventilation holes-wider at the top, narrower at the bottom-matches the actual flow of the trapped air, with more flow at the top and less at the bottom, and reduces pumping losses due to internal crankcase air-pressure resistance to downward piston movement. Would-be competitors finally gave up racing against the GSX-R750, and then stopped building 750 Supersports altogether. The advanced BPF design eliminates the separate internal cartridge assembly inserted into each fork leg and instead uses a single, 37.6 mm piston riding against the inside wall of the 41 mm inner fork tube. The amount of clean air injected into the exhaust ports is calculated based on throttle position and engine rpm. A catalyzer, or catalytic converter, is built into the exhaust chamber mounted underneath the engine, to further reduce HC, CO and NOx emissions. It takes a total package, every feature contributing to helping the rider turn faster laps around the racetrack. Maintaining the GSX-R750 is a lot like maintaining most other sport bikes. Chain maintenance itemEveryCheck chain* Correct tension / slack (20-30mm / 0.8-1.2 in at loosest point)* Adequate lubrication* No excessive wear / damageRide (pre-ride check)Clean and lubricate chain1000 km / 600 milesSuzuki GSX-R750 chain maintenance Damage includes loose pins, damaged rollers, dry or rusted links, kinked or binding links, excessive wear, and improper adjustment. Firstly, it was about 9 kg (20lb) lighter than the outgoing model, but still produced the same stomping power of about 120kW (150 hp) at the crank, or 95 kW (128 hp) at the rear wheel. The primary injector for each cylinder operates under all conditions, and the secondary injector adds more fuel during high-rpm, high-load operation. Mechanical efficiency is a measure of how much of the power and torque produced by an engine actually reaches the rear wheel. A revised, more efficient ECU has been moved from under the seat to the top of the airbox to save weight on the length of wiring loom. An electronically controlled steering damper uses the ECM to monitor motorcycle speed and adjusts itself for lighter steering at slower speeds and in parking lots, and delivers more damping force at racetrack and highway speeds. And when the engineers were finished, each set of new GSX-R750 bodywork and associated external parts weighed an astonishing 35% less (a full 3,400 grams) than the equivalent parts used on previous models. The integrated design team of talented Suzuki engineers analyzed every engine, chassis and electrical part, component and assembly. And the newest version of the bike, the 2011 GSX-R750, will continue to shock. The threaded spring seats used to adjust preload are now made of anodized aluminum alloy instead of steel, reducing weight by 90 grams. The primary injector for each cylinder has been repositioned at a shallower, 35-degree angle from the throttle-body centerline, spraying atomized fuel below the primary butterfly valve and directly down the intake port, improving throttle response. It has over thirty years of history and obviously has evolved a lot! The latest GSX-R750 is getting long in the tooth and is the longest-produced GSX-R750 without any major changes. At just the right point, the rider brakes hard and downshifts rapidly, the powerful, radial-mount Brembo front brake calipers scrubbing off speed while the GSX-R's back-torque-limiting clutch and BPF front forks help keep the wheels in line as the rider turns into the corner. The two available maps were also developed using racing experience. The work centered around giving both new GSX-Rs smaller, simpler and lighter bodywork, without losing any aerodynamic efficiency. The exhaust valves are set 12.0 degrees from the cylinder centerline. 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. Itâ€™s fun, fast and handles beautifully, but crucially itâ€™s very easy to ride fast, unlike a bigger sportsbike. In the real world, the GSX-R750 is every bit as fast as a 1000. Weighing in at 190kg, fully-fuelled and ready to go, itâ€™s a massive 8kg lighter than the old model, giving the 148bhp GSX-R750 a mouth-watering power-to-weight ratio. As of 2021, the L1-onward model is the longest ever produced GSX-R750 series without any major changes. Many oils fit this. Apart from that, just check the valves and tighten/lubricate everything every now and then and "bob's your uncle" as we say where I'm from. As always with short-stroke engines, torque takes a backseat to horsepower, but there's plenty of torque nonetheless for everyday riding. It now has pentagonal-shaped ventilation holes in the block, instead of round, which they say reduces pumping losses inside the engine and creates more bottom end power. At the heart of the SDTV system are two linked, double-barrel downdraft throttle bodies, each cylinder getting its own tapered barrel carrying two butterfly valves and two compact fuel injectors. The 32 mm caliper pistons are staggered to promote even pad wear, the trailing pistons offset relative to the pad centerline. It still has the perfect mix of power and handling, but thanks to the lighter weight, acceleration is now more towards a superbike than a 600. The GSX-R750's wheelbase is now 1390 mm. The four-into-one stainless-steel exhaust system features four individual head pipes and a single collector. This is the maintenance schedule and associated service intervals for the Suzuki GSX-R750 L1-L9 (2011+). The shorter reach and slightly wider handlebar angle make it easier for the rider to reposition their weight while on the racetrack and also improve comfort on longer highway rides. The Suzuki GSX-R750 has 201.15 HP (146.8 kW) @ 1200 RPM. The system uses an individual ignition coil built into each spark plug cap and fires 10 mm NGK spark plugs. An automatic Idle Speed Control (ISC) system is controlled by the ECM, reading coolant temperature and regulating the amount of air fed into the throttle body idle circuits when the engine is started in cold conditions. The exhaust chamber leads to stainless-steel S-bend pipe and a titanium muffler shaped and positioned to enhance cornering clearance and improve aerodynamics. The new GSX-R's chassis is completely new, but the engine still didn't receive the lavish attention that the GSX-R600 got. Each plug has a fine, iridium-alloy electrode that produces a hotter spark (resulting in more complete combustion and improved throttle response), and delivers about double the service life of a conventional spark plug electrode. There are few bikes that can cover ground as fast and are such fun at the same time. How tall (seat height) is a ... Thanks! Here's your shopping list for maintaining your GSX-R750. The result is more linear throttle response, increased torque and reduced emissions. The GSX-R750â€™s performance is as much as youâ€™ll ever need on the road or track. Changing the coolant and brake/clutch fluid are your next. Suzuki GSX-R750 screenshot from manual 2001-2021 You can download it from Suzuki's official website here. Fully Floating Front Disc Brakes, with Radial-mount Brembo Monoblock Calipers and Adjustable Controls The new Suzuki GSX-R750 comes with 310 mm fully-floating front brake discs and new radial-mount, four-piston Brembo monoblock calipers. Secondary injector on-time is calculated based on throttle position and engine rpm. Better combustion efficiency can increase power and torque output across the rpm range; improve throttle response, acceleration and fuel mileage; and reduce emissions. . But changes in the size and shape of the main spar castings and the relocation of the connecting welds contributed to a 1350 grams significant reduction in frame weight for each model and also allowed the engineers to adjust torsional rigidity and enhance racetrack cornering. Just past the apex, the rider rolls on the throttle and accelerates quickly over ripples in the track surface, the effective suspension and an electronically controlled steering damper helping the GSX-R smoothly follow the rider's selected exit line. Of course, many adjust tyre pressure to suit their own preferences, and use whatever tyres they want. Performance efficiency is best expressed by the power-to-weight ratio, or, the comparison of a motorcycle's output to a motorcycle's weight. MCN Review After years of gentle evolution Suzuki has gone to town on its 2011 GSX-R750. The engine is oversquare, which means that it has a larger bore and a shorter stroke, producing a race-proven bore/stroke ratio which contributes to better efficiency and allows higher rpm. Each GSX-R750 cylinder's two intake valves measure 29.0 mm in diameter while the two exhaust valves measure 23.0 mm in diameter. Consider the scene at a racetrack near you: The rider swings a leg over the latest GSX-R and warms up the engine. A number of MotoGP-derived technologies are used to let the gixxer's motor run at high revs for long periods of time. Suzuki claims itâ€™s 10% more fuel efficient too. The chrome-nitride coating is harder and smoother than conventional chrome plating, reducing friction and improving cylinder sealing; the rectangular upper compression ring is pushed out against the cylinder wall by combustion pressure, reducing blow-by and further improving cylinder sealing. They still fade on track, but not as much as before. I've ordered it roughly in order of how often you're likely to need these things. The single Showa rear shock features externally adjustable rebound and compression damping, along with adjustable ride height. The position of the front brake lever relative to the handlebar is 6-way adjustable, using a convenient adjustment wheel. The lap timer/stopwatch can be conveniently triggered using a button on the right handlebar switch module. The primary butterfly valve in each throttle body is linked directly by cable (which provides a positive, instantaneous connection between the rider and the machine) to the throttle grip operated by the rider. The weight reduction is helped by the use of an external nut to secure the redesigned and lighter front axle, versus screwing the previously used front axle into a reinforced boss built into the fork leg. 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. Suzuki recommends that you maintain your chain regularly according to the following schedule to keep your GSX-R750 in best running order. 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. NOTES: These intervals should be judged by the number of months or odometer reading, whichever comes first I= Inspect and clean, adjust, replace or lubricate as necessary. Rotating the engine rearward by 3 degrees around the countershaft sprocket made it possible for the engineers to reduce the distance from the front axle to the swingarm pivot while maintaining the race-proven steering geometry and without losing the needed clearance between the front wheel and the radiator at full wheel travel. The mid-pipe located between the collector and the under-engine exhaust chamber carries a Suzuki Exhaust Tuning (SET) servo-controlled butterfly valve to match exhaust system back-pressure to engine rpm, throttle position and gear position, maximizing torque and improving throttle response, especially in the low-to-mid rpm range. R= Replace T= Tighten Coolant: Replace every four years if using super long-life coolant, but every two years if using a normal variety (Suzuki "Green" coolant) mi x 10000.647.51114.5km x 100016121824months212243648PeriodicEngine oil (Motul 7100 10W-40)RRRRREngine oil filterR––R–Air cleaner element (SU-7511)–IIRISpark plugs (NGK CR9E)–IRIRValve clearance––––IExhaust pipe bolts and muffler boltsT–T–TExhaust control valveI–I–IFuel hose–IIIIEvaporative emission control system (if fitted)––I–IThrottle cable playIIIIIPAIR (air supply) system––I–IThrottle valve synchronization––I–ICA: inspect at break-inEngine coolant "Super Long Life" variety (e.g. Motorex M3.0 Coolant or another alternative)–––––RReplace every 4 years or 48000 km (29000 miles)Radiator hoses–IIIIClutch cable play–IIIIBrakesIIIIIBrake hose–IIIIReplace every 4 years.Brake fluid (Castrol DOT 4)–IIIIReplace every 2 years.Tires–IIIISteeringI–I–IFront forks––I–IRear suspension––I–IChassis bolts and nutsTTTTTLubricationLubricate every 1,000 km (600 miles)Suzuki GSX-R750 L1+ (2011+) Maintenance Schedule Maintain your chain regularly. The rectangular upper compression ring and the oil control ring on each piston feature a chrome-nitride coating applied in a vacuum using a Physical Vapor Deposition (PVD) system. LED brightness is also adjustable. The aluminum swingarm is also 900 grams lighter, thanks to a simplified design using fewer welded-together, cast parts. In turn, a better power-to-weight ratio can produce stronger acceleration, better fuel mileage and reduced emissions in many situations. Aside from minor revisions to make it breath more easily, the 750â€™s motor is essentially the same as before, but it now promises to spin up faster and make more low and midrange power. Showa Big Piston Forks give lots of support and feel, while Brembo Monobloc calipers are a big improvement over the old modelâ€™s brakes. The Latest In Fully Adjustable Racing Suspension For the first time, the Suzuki GSX-R750 comes with the revolutionary, race-developed Showa Big Piston Front-fork (BPF) inverted front suspension system. Because the piston is located above the fork springs, maintenance on the racetrack takes less time. Conventional inverted front forks use a cartridge assembly that fits inside the fork leg on each side and typically incorporates a 20 mm piston to control damping. Suzuki recommends SAE 10W-40 weight Suzuki motor oil, but I wouldn't over-think this and use another popular high-grade oil like Motul 7100 10W-40.Oil filterUse a Hiflofiltro HF138RC, which is a drop-in high-quality replacement used in a lot of Suzuki bikes.Air filterUse a K&N air filter as a drop-in replacement, part number SU-7511.Spark plugsThe standard spark plug is NGK CR9E.Brake fluid/Clutch fluidSuzuki (like most motorcycles) requires DOT 4 brake and clutch fluid.Brake padsMost people upgrade their brake pads to EBC ones for better performance (and they're very affordable). It does have a speed-sensitive, electronic steering damper and two power maps, which are easily switchable from the left bar. PartSuzuki GSX-R750 (2011+) specOilSuzuki requires engine oil with JASO MA spec, or at least API SF/SG or SH/SJ spec.