

Suzuki GSX-R400 1984—1988
Suzuki GSX-R400 SP 1988
Suzuki GSX-R400R 1989—1999
Suzuki GSX-R400R SP 1989—1993
Suzuki GSX-R400R SP-II 1990—1992

I have put some Suzuki GSX-R 400 info on this page. I would be grateful of any contributions — sales brochures, magazine ads, magazine articles, pictures, specs, facts, corrections etc. Please scan the material in JPEG format (large enough that all the details are visible) and [send them to me](#). Please tell me the source and the publication date if possible. If you send me pictures of your own bike, please follow [these](#) instructions.



Suzuki 1984

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1984 Suzuki year code: E, GSX-R400E, GSX400R-1

The GSX-R400 (initially called GSX-R in Japan, internal model code GK71B) was released in March 1984. It was the first mass-produced light-weight racer replica with an aluminum cradle frame and a liquid-cooled inline-four DOHC engine with four valves per cylinder. The, in those days, amazing machine was based on Yoshimura's TT-F3 racer GS1000R. The competitors, Yamaha FZ400R and Honda CBR400R were 13—31 kg (29—68 lbs) heavier than the new and quick GSX-R.

Compared to other bikes of the time, the GSX-R400 was very light and the 4-piston brakes at the front and the 2-piston rear brake was more than adequate for the 152 kg (334 lbs) light street racer. The bike was quick to handle, the engine with 4-1 exhaust system was powerful for its size and made the GSX-R the fastest bike in its class. With the maximum power output 59 hp and 152 kg (334 lbs) (dry mass, the power/weight ratio (2,57 kg/hp) was even better than Suzuki's incredible 2-stroke racer, RG250 Gamma. The GSX-R400 started a new era, it was the fastest and best-handling 400cc bike ever made.

The water-cooled inline-four four-stroke had double overhead camshafts and four valves per cylinder. The GSX400FW (presented the previous year) had the same principal engine specs but lower power output and the GSX-R400's new engine with its 66 kg (145 lbs) was 10 kg (22 lbs) lighter. 12,000 maximum revs.

Colors: white/blue, black/red

Starting frame number: GK71B-100001

**GSX-R400 1984**

Overall Length: 2,090 mm (82.3 in)
 Overall Width: 710 mm (28.0 in)
 Overall Height: 1,185 mm (46.7 in)
 Seat Height: 780 mm (30.7 in)
 Wheelbase: 1,425 mm (56.1 in)
 Road Clearance: 135 mm (5.3 in)
 Dry Weight: 152 kg (334 lbs)
 Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 11,000 rpm, 4,0 kg-m/ 9,000 rpm.

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**GSX-R400 1984**

Overall Length: 2,090 mm (82.3 in)
 Overall Width: 710 mm (28.0 in)
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 Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 11,000 rpm, 4,0 kg-m/ 9,000 rpm.

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1984 Suzuki GSX-R400 specifications (Japan)

Type (frame code):	GK71B
Overall length:	2,090 mm (82.3 in.)
Overall width:	710 mm (28.0 in.)
Overall height:	1,185 mm (46.7 in.)
Wheelbase:	1,425 mm (56.1 in.)
Dry mass (weight):	152 kg (334 lbs)
Engine type:	Liquid-cooled DOHC inline-4, 16 valves, TSCC
Bore x stroke:	53,0 mm x 45,2 mm (2.087 x 1.780 in.)
Piston displacement:	398 cc
Compression ratio:	11,5 :1
Maximum power:	59 ps/ 11,000 rpm
Maximum torque:	4,0 kg-m/ 9,000 rpm
Maximum speed:	175 kph
Starting system:	Electric starter
Lubrication system:	Wet sump
Clutch type:	Wet multi-plate
Transmission type:	6-speed constant mesh
Gearshift pattern:	1-down, 5-up
Primary reduction ratio:	2.212
1st gear ratio:	3.166
2nd gear ratio:	2.125
3rd gear ratio:	1.631
4th gear ratio:	1.333
5th gear ratio:	1.173
6th gear ratio:	1.083
Final drive:	3.066 chain
Carburetor:	AS27VW x 2
Frame type:	Aluminum angular pipe double cradle
Caster:	27° 25'

Trail:	96 mm
Front suspension:	Telescopic
Rear suspension:	Full floater swing arm, non-adjustable
Front brake:	Dual hydraulic disc, four piston calipers
Rear brake:	Single hydraulic disc, dual piston calipers
Front tire dimensions:	110/90-16 54h
Rear tire dimensions:	110/90-18 61h
Headlight:	12V 35/35w x 2
Power/weight ratio:	2,57 kg/ps
Center stand:	Yes
Fuel economy:	20,5 km/liter
Retail price in Japan 1984:	62,900 Yen

Suzuki 1985

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1985 Suzuki year code: F, GSX-R400F, GSX400R-2

The GSX-R400F (GSX-R Type 2) was released in March 1985. The maximum power and torque of the engine remained the same but the power output was improved at the middle-range revs by changing the carburetor settings. A simple fuel meter was added to the model, the remaining amount of fuel was indicated by the right side combination meter when the power switched in OFF position. Some improvements were made to the electric system.

1985 was the year the famous GSX-R750 was launched and caused a sensation with its appearance, power and light weight. The 750 cc version had even better power/weight ratio than its little brother and was much faster but not that different from the original, GSX-R400. It was fairly unknown in the time in the Western world but the GSX-R750 became instantly known as the sensational new racer replica from Japan. The fact that the GSX-R400 was released a year earlier is still unknown to many motorcycle enthusiasts outside Japan.

Starting frame number: GK71B-114715



GSX-R400 1985

Overall Length: 2,090 mm (82.3 in)
 Overall Width: 710 mm (28.0 in)
 Overall Height: 1,185 mm (46.7 in)
 Wheelbase: 1,425 mm (56.1 in)
 Weight: 152 kg (334 lbs)
 Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 11,000 rpm, 4,0 kg-m/ 9,000 rpm.

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GSX-R400 1985

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Suzuki 1986

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1986 Suzuki year code: G, GSX-R400G, GSX400R-3

The power/weight ratio was a bit better in 1986 0,39 hp/kg (0,18 hp/lbs). The upgraded GSX-R400 new chassis, shorter wheelbase and was totally redesigned. In fact, you could say it was a totally new bike. It even got a new internal model code: GK71F (presented in March 1986).

The 1986 and 1987 year's engines differ from the other models, they do not have the normal type of liquid-cooled engines. Instead they use the SATCS (Suzuki Advanced Three-way Cooling System) that used water, oil and air to keep the engine from overheating.

The 1986 year's GSX-R400 (Type 3) had a single square headlight instead of two round headlights. The new front design didn't gain popularity and the twin headlight were reintroduced the following year.

Retail price in Japan 1986: 66,900 Yen.



GSX-R400 1986

Overall Length: 2,055 mm (80.9 in)
Overall Width: 680 mm (26.8 in)
Overall Height: 1,155 mm (45.5 in)
Wheelbase: 1,400 mm (55.1 in)
Dry Weight: 153 kg (337 lbs)
Engine type: Water/air/oil-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,8 kg-m/ 10,500 rpm.

[Click on the image for larger format.](#)



GSX-R400 1986

Overall Length: 2,055 mm (80.9 in)
Overall Width: 680 mm (26.8 in)
Overall Height: 1,155 mm (45.5 in)
Wheelbase: 1,400 mm (55.1 in)
Dry Weight: 153 kg (337 lbs)
Engine type: Water/air/oil-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,8 kg-m/ 10,500 rpm.

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Suzuki 1987

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1987 Suzuki year code: H, [GSX-R400H](#), [GSX400RSH](#), [GSX400R-4](#)

1987 GSX-R400 was practically the same bike as the previous year's model. The bigger differences were new wheels, twin headlight, Gold brake calipers, paint scheme and different design of the exhaust pipe. A Special Edition was available with black/gold color scheme.

According to the Swedish Suzuki importer the GSX-R400 was distributed only in Japan and Sweden. For the first the model was called GSX-R400 in Japan, all the earlier models were called "GSX-R" without the "400" ending.

Colors available: Blue/White, Black/Red/White, Black/Gold (special edition)



GSX-R400 1987

Overall Length: 2,050 mm (80.7 in)
Overall Width: 680 mm (26.8 in)
Overall Height: 1,125 mm (44.3 in)
Wheelbase: 1,405 mm (55.3 in)
Dry Weight: 153 kg (337 lbs)
Engine type: Water/air/oil-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,8 kg-m/ 10,500 rpm.

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GSX-R400 1987

Overall Length: 2,050 mm (80.7 in)
Overall Width: 680 mm (26.8 in)
Overall Height: 1,125 mm (44.3 in)
Wheelbase: 1,405 mm (55.3 in)
Dry Weight: 153 kg (337 lbs)
Engine type: Water/air/oil-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,8 kg-m/ 10,500 rpm.

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**GSX-R400 Special Edition 1987**

Overall Length: 2,050 mm (80.7 in)
 Overall Width: 680 mm (26.8 in)
 Overall Height: 1,125 mm (44.3 in)
 Wheelbase: 1,405 mm (55.3 in)
 Dry Weight: 153 kg (337 lbs)
 Engine type: Water/air/oil-cooled 398 cc
 inline-4, DOHC, 16 valves. 59 hp/ 12,000
 rpm, 3,8 kg-m/ 10,500 rpm.

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1987 Suzuki GSX-R400 specifications (Japan)

Type (frame code):	GK71F
Overall length:	2,050 mm (80.7 in.)
Overall width:	680 mm (26.8 in.)
Overall height:	1,125 mm (44.3 in.)
Wheelbase:	1,405 mm (55.3 in.)
Dry mass (weight):	153 kg (337 lbs)
Engine type:	Liquid/oil/air-cooled DOHC inline-4, 16 valves
Bore x stroke:	56,0 mm x 40,4 mm (2.205 x 1.591 in.)
Piston displacement:	399 cc
Compression ratio:	11,5 :1
Maximum power:	59 ps/ 12,000 rpm
Maximum torque:	37 Nm (3,8 kg-m)/ 10,000 rpm
Maximum speed:	175 kph
Starting system:	Electric starter
Transmission:	6 speeds, chain drive
Front tyre dimensions:	110/70-17
Rear tyre dimensions:	140/60-17
Retail price in Japan 1987:	69,900 Yen

1987 Suzuki GSX-R400 specifications (Sweden)

Carburetor:	Mikuni 27mm x 2
Wheelbase:	1 400 mm (55.1 in.)
Fuel tank capacity:	18 liter (4.8/4.0 US/UK gal.)
Caster:	25°
Trail:	101 mm (4.0 in.)
Track weight:	172 kg (378 lbs)
Maximum power:	59 ps/ 12,000 rpm
Maximum torque:	37 Nm (3,8 kg-m)/ 10,000 rpm
Front tyre:	110/80V17
Rear tyre:	140/80V17
Top speed:	about 200 km/h (124 mph)

Suzuki 1988

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1988 Suzuki year code: J, GSX-R400J



The GSX-R400 got a new frame (GK73A) and new overall appearance in 1988. The new model was presented in February 1988. The redesigned GSX-R got once again new fairing and shorter wheelbase, but the weight increased a bit due to the stronger new chassis and exhaust system. The model also got slingshot carburetors, polished chrome silencers, curved radiator, Tokico 4-cylinder front brake calipers and a rear hugger mudguard.

The new 4 into 2 exhaust was meant to increase the torque on the mid-range band, but had only a marginal effect.

The 400cc series were increasing popularity in Japan and a production racer with different suspension and gearing, GSX-R400 SP (Sports Production) was presented for 1988. It looked almost identical with the standard GSX-R400 but didn't have passenger foot pegs and you could spot the rear suspension gas reservoir peeking out from under the seat. Also the front suspension was different from the standard model. The SP version also had a Sports Production logo on the tailpiece.

To compete in production racing, the manufacturers produce SP (Sports Production) versions of their sports bikes. These usually have fully adjustable suspension, close ratio gearboxes and a single seat but didn't have more power, due to Japanese motorcycle manufacturer's power restriction code.

The SP's are claimed to be even harder work on the road than a standard GSX-R400. Not that surprising knowing that it was designed for racing only.

Available colors: Blue/White, Black/Red/White, Black
The SP model was available in Blue/White only.



GSX-R400 1988

Overall Length: 1,995 mm (78.5 in)
Overall Width: 695 mm (27.4 in)
Overall Height: 1,110 mm (43.7 in)
Wheelbase: 1,375 mm (54.1 in)
Dry Weight: 160 kg (352 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,9 kg-m/ 10,500 rpm.

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GSX-R400 1988

Overall Length: 1,995 mm (78.5 in)
Overall Width: 695 mm (27.4 in)
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[Click on the image for larger format.](#)

1988 Suzuki GSX-R400 specifications (Japan)

Type (frame code):	GK73A
Overall length:	1,995 mm (78.5 in.)
Overall width:	695 mm (27.4 in.)
Overall height:	1,110 mm (43.7 in.)
Wheelbase:	1,375 mm (54.1 in.)
Ground clearance:	125 mm (4.92 in.)
Seat height:	735 mm (28.9 in.)
Dry mass (weight):	160 kg (352 lbs)
Engine type:	Liquid-cooled DOHC inline-4, 16 valves
Bore x stroke:	56,0 mm x 40,4 mm (2.205 x 1.591 in.)
Piston displacement:	398 cc
Compression ratio:	11.8 :1
Maximum power:	59 ps/ 12,000 rpm
Maximum torque:	38 Nm (3,9 kg-m)/ 10,500 rpm
Transmission:	6 speeds, chain drive
Front tyre dimensions:	110/70-R17 53H
Rear tyre dimensions:	140/60-R18 64H
Retail price in Japan 1988:	699,900 Yen / 739,000 Yen (SP)

Suzuki 1989

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1989 Suzuki year code: K, GSX-R400RK, GSX400RFK

In 1989 an extra "R" was added to the model name. The new model name was GSX-R400R although the internal model code (frame code) remained the same.

A Production Racer version, GSX-R400R SP, was released in June 1989 with single seat, close ratio gear box, uprated suspension and different CDI.

**GSX-R400R 1989**

Overall Length: 1,995 mm (78.5 in)
 Overall Width: 695 mm (27.4 in)
 Overall Height: 1,110 mm (43.7 in)
 Wheelbase: 1,375 mm (54.1 in)
 Dry Weight: 160 kg (352 lbs)
 Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,9 kg-m/ 10,500 rpm.

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GSX-R400R SP 1989

Overall Length: 1,995 mm (78.5 in)
Overall Width: 695 mm (27.4 in)
Overall Height: 1,110 mm (43.7 in)
Wheelbase: 1,375 mm (54.1 in)
Dry Weight: 160 kg (352 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,000 rpm, 3,9 kg-m/ 10,500 rpm.

Click on the image for larger format.

Suzuki 1990

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1990 Suzuki year code: [L,GSX-R400RL](#)

In 1990 Suzuki presented a whole new GSX-R400 (new internal model code GK76A) with inverted forks and many other modifications. The frame was upgraded from twin spur to double cradle, similar to the 1988 GSX-R750 model change.

A new 4 into 1 exhaust increased the engine power close to 60bhp and the engine redlined at 14,500 rpm. Nissin 4-cylinder front brake calipers, new fairing design with faired-in headlights, preload-adjustable forks, unbraced swing-arm, rear hugger mudguard.



GSX-R400R 1990

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,435 mm (56.5 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/12,500 rpm, 4,0 kg-m/ 10,000 rpm.

Click on the image for larger format.



GSX-R400R 1990

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,435 mm (56.5 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/12,500 rpm, 4,0 kg-m/ 10,000 rpm.

Click on the image for larger format.



GSX-R 400 SP 1990

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,375 mm (54.1 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/12,000 rpm, 3,9 kg-m/ 10,500 rpm.

Click on the image for larger format.

Suzuki 1991

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1991 Suzuki year code: [M, GSX-R400RM, GSX400RFM, GSX400RFNM](#)

Redesigned brake discs and new painting, otherwise pretty much the same design as in 1990. The rear shocks with gas reservoir that were mounted in the '90 year's SP (Sports Production) were now fitted even in the standard model (visible above the rear axle). Adjustable brake lever and a steering damper included.



GSX-R400R 1991

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,435 mm (56.5 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,500 rpm, 40 Nm/ 10,000 rpm.

Click on the image for larger format.



GSX-R400R SP II 1991

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,375 mm (54.1 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/12,500 rpm, 40 NM/ 10,000 rpm.

Click on the image for larger format.

[Here's](#) more GSX-R400 info.

Suzuki 1992

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1992 Suzuki year code: N, [GSX-R400RN](#), [GSX400RFN](#)

Cosmetic changes only. 1992 was the last year for the SP-II model to be prepared. It was also the last year with the stronger 59 horsepower engine.



GSX-R400R 1991

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,435 mm (56.5 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/ 12,500 rpm, 40 NM/ 10,000 rpm.

Click on the image for larger format.



GSX-R 400 SP 1992

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,375 mm (54.1 in)
Dry Weight: 167 kg (367 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 59 hp/12,500 rpm, 40 NM/ 10,000 rpm.

Click on the image for larger format.

[Here's](#) more GSX-R400 info.

Suzuki 1993

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1993 Suzuki year code: P, [GSX-R400RP](#), [GSX-R400RFP](#)

The engine power was reduced to 53 horsepower in 1993, according to the revisited power restriction code in Japan. Before 1993, the maximum power for a 400cc class bike was 59 hp. Cosmetic changes. 1993 was the last year for the SP (Sports Production) model.

All the larger motorcycles made for the Japanese home market are power restricted.

Prior to 1993 the maximum horsepower were the following:

- ▶ 250cc class: 45hp
- ▶ 400cc class: 59 hp
- ▶ 750cc class: 77 hp
- ▶ over 750cc: not allowed

The new limits for the models built in 1993 and after, were:

- ▶ 250cc class: 40hp
- ▶ 400cc class: 53 hp
- ▶ 750cc class: 77 hp
- ▶ over 750cc: allowed, but restricted to 100 hp.



GSX-R 400 R 1993

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,435 mm (56.5 in)
Weight: 169 kg (372 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 53 hp/ 12,000 rpm, 3.8 kg-m/ 9,500 rpm.

Click on the image for larger format.
[Here's](#) more GSX-R400 info.



GSX-R 400 R SP 1993

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,375 mm (54.1 in)
Weight: 169 kg (372 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 53 hp/ 12,000 rpm, 3,7 kg-m/ 10,000 rpm.

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[Here's](#) more GSX-R400 info.

Suzuki 1994

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1994 Suzuki year code: R, GSX-R400RR, GSX400RFR

New graphics, otherwise pretty much the same bike as in 1993.
Sorry, no pictures available for the moment.

Suzuki 1995

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1995 Suzuki year code: S, GSX-R400RS, GSX400RFS

Redesigned brake discs, otherwise pretty much the same racer replica as for 1990.



GSX-R400R 1995

Overall Length: 1,995 mm (78.5 in)
Overall Width: 710 mm (28.0 in)
Overall Height: 1,060 mm (41.7 in)
Wheelbase: 1,435 mm (56.5 in)
Dry Weight: 169 kg (472 lbs)
Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 53 hp/ 12,000 rpm, 3,8 kg-m/ 9,500 rpm.

Click on the image for larger format.



GSX-R400R 1995

Overall Length: 1,995 mm (78.5 in)
 Overall Width: 710 mm (28.0 in)
 Overall Height: 1,060 mm (41.7 in)
 Wheelbase: 1,435 mm (56.5 in)
 Dry Weight: 169 kg (472 lbs)
 Engine type: Water-cooled 398 cc inline-4, DOHC, 16 valves. 53 hp/ 12,000 rpm, 3,8 kg-m/ 9,500 rpm.

Click on the image for larger format.

- Suzuki 1996
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- Suzuki 1999
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1999 Suzuki year code: X

The story of the GSX-R400/ GSX-R400R ended in 1999.



GSX-R 250-400 models 1984—1993, from a Japanese Auto-by magazine. [Click to enlarge](#). The original magazine with almost every motorcycle model Suzuki made from early 60's to 2001 was kindly sent to me by Tatsuo Sato, Japan.