

In this edition we are having a look at the 1994 GSX1100 SR. So what makes it so different to the 80's model?

The SR has different technical specifications for the first time since the Katana's launch in 1981.

Even the engine has a different character. As the earlier versions had 111 BHP, the new version of the engine is reduced to 95 BHP. The torque is also decreased, from 9.8 kg-m at 6,500 rpm to 8.6 kg-m at 4,000 rpm. The displacement, bore and stroke are still the same but the carburetors are different and the oil capacity has increased from 4 litres to 4.2. Litres.

The ignition advance system has become digital. , even the top speed on the speedometer is limited from 240 km/h to 180 km/h. The tank has been made smaller, from 22 litres to 19litres.

The clutch was now electrically power assisted .The front suspension infinitely adjustable. Rear shocks are updated from traditional upright shockers to modern double tube upside down type shockers with gas chamber attached to the side. The rear wheel stretched from 17" to 18" in diameter (the front wheel remains 19"). A side stand cut out switch appeared to comply with modern construction and use regulations.

The seat material is altered from the famous buckskin type to vinyl leather. The decreasing of top speed, engine character and lowering the seat height was apparently a way of changing the character of the Katana closer to a sport tourer rather than being a pure high speed machine.

The double cradle frame was no longer the way to build high-speed racers but no such radical changes like changing the frame construction on the Katana were ever made.

So it's not really just a remade replica more a model make over, that sold from 1994 through to 1999. For the better ?

Suspension updates are always welcome. So maybe the answer is Yes. The BHP reduction was for the Japanese home market legislation, so was necessary for this model to make an appearance.

The altering of the carburetors along with ignition advancement is the item that causes most concern along with speed limiter at 180km/h (112mp/h Japanese legal limit).Owners report very bad vibrations at 5-6000rpm. In deed I have experienced this phenomenon for my self on John mcAdoo's excellent example.

Remedies for this have come in the form of the exhaust being swapped for a 4-1 and jetted to suit. Carburetors from SZ/SD fitted , this however needs the timing altering as per the SZ/SD models otherwise the SR becomes difficult to start.

The speed limiter can be overcome with a Blue Motrax in line speed converter as per 400 or 250 Katana. Some go so far as to introduce a resistor to the pink wire from the digital CDI to release the missing horses.

Again tank capacity reduction was for home market though it is a hand down from the USA legislation. The shape remains the same and to the untrained eye all is as it should be.

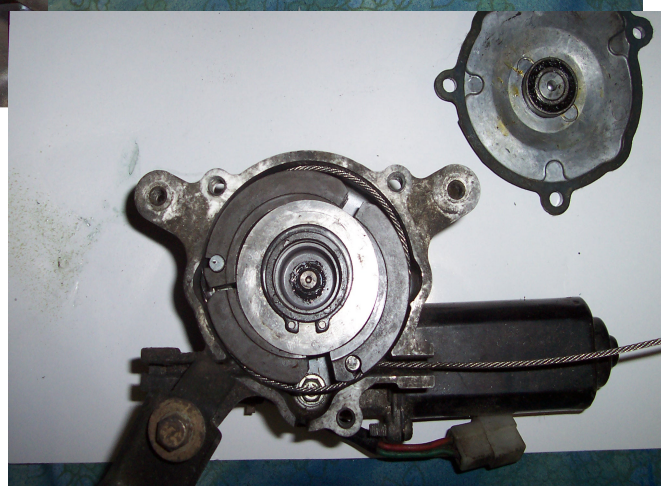
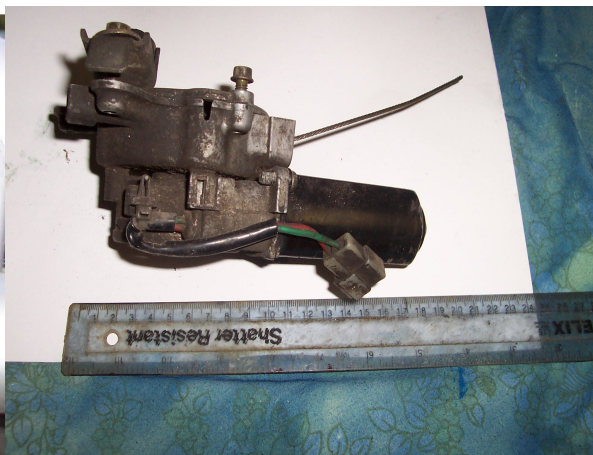
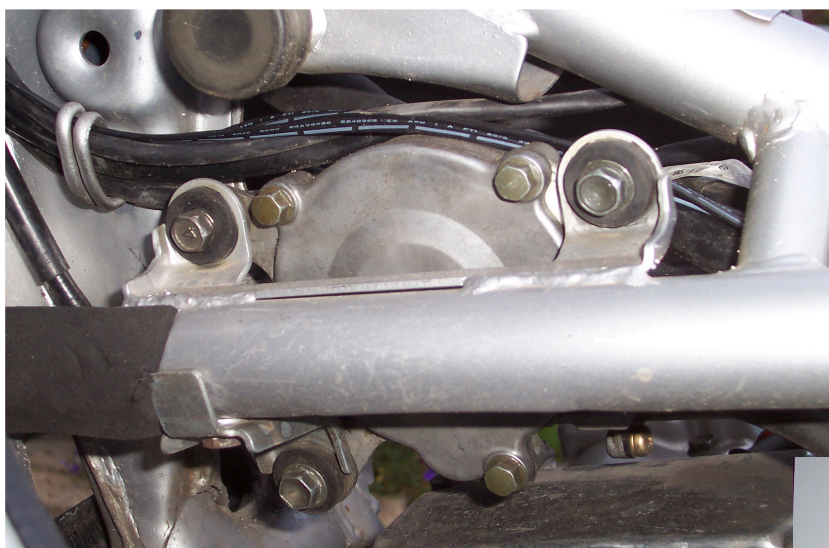
The biggest/ strangest difference is without doubt the introduction of a servo assisted clutch. WHY?



Because they could seem to be the only answer. When the ignition is switched off the clutch lever action resembles a 70's Italian machine or the action of a cable that has been stood a long while with out lube. Switch on the ignition and a whirring noise can be heard from under the tank, just like a power valve on RGV or LC. The clutch action is now smooth fluid like and a 2 finger operation.

Unlike the other Kats the SR cable isn't 1 long one. A short cable goes to servo then the other cable is tightened when it is operated. WHY?

The reason we have these pictures is because when the electrical side fails, The clutch action is unusable. Great engineering when it works, Rally prize contender when it doesn't.



A picture tells a thousand words, So  
Left to right. In position./ Unit ./ How it works.

### GSX 1100 SR Katana 1994

Overall Length: 2 250 mm (88.6 in)

Overall Width: 740 mm (29.1 in)

Overall Height: 1 515 mm (59.6 in)

Seat Height: 775 mm (30.5 in)

Wheelbase: 165 mm (6.5 in)

Dry Weight: 232 kg (510 lbs)

Engine type: Air and oil-cooled 1 074 cc inline-4, DOHC, 16 valves. 95 hp(70 kW)/ 8,500 rpm, 84 Nm (8,6 kg-m)/ 4,000 rpm.

### VALUES

As per 1100 SZ/SD . Purely because a Kat is a Kat.

Project/ non runner

Tatty runner

Average condition

Good Condition (Tax /Test)

Very good - Excellent - Restored

Concours

**(Trade)**

£ 400- 600

£ 600- 800

£ 1000--1250

£ 1500- 1800

£ 2250 -3250

£ 3500- 8000

**(Private)**

£ 250-600

£ 600-800

£ 1200-1500

£ 1500- 1995

£ 2195- 3000

£ 3200- 8000

However in reality the SR will normally have lower mileage and possibly a rarity tag attached both of which could up the price.

The SR is now 15 years old so although qualified as a classic through it's marques now no doubt can be offered.