




Way of Life!

SUZUKI MOTORCYCLE 2019





TAKUMI of SUZUKI

In Japan, we call skilled artisans using traditional techniques "*Takumi*".

Here at Suzuki, all of our engineers work diligently to refine their skills in order to become motorcycle manufacturing "*Takumi*".

Only passionate artisans who have sharpened their senses are capable of pouring their soul into a motorcycle.

Furthermore, our "*Takumi*" at Suzuki always hold a deep feeling of gratitude for the art of motorcycle manufacturing in their hearts.



FOR a RIDER

We at Suzuki consistently believe that it is important for rider and motorcycles to unite together.

Suzuki's engineers strive to develop better motorcycles by constantly striving for answers to this theme while continuing research, experiments and tests day after day.

Regardless of how techniques have evolved, if a Suzuki motorcycle cannot become one with its rider, we will not have achieved our goal for the motorcycle.

All of our techniques and souls are focused on connecting rider and motorcycles.

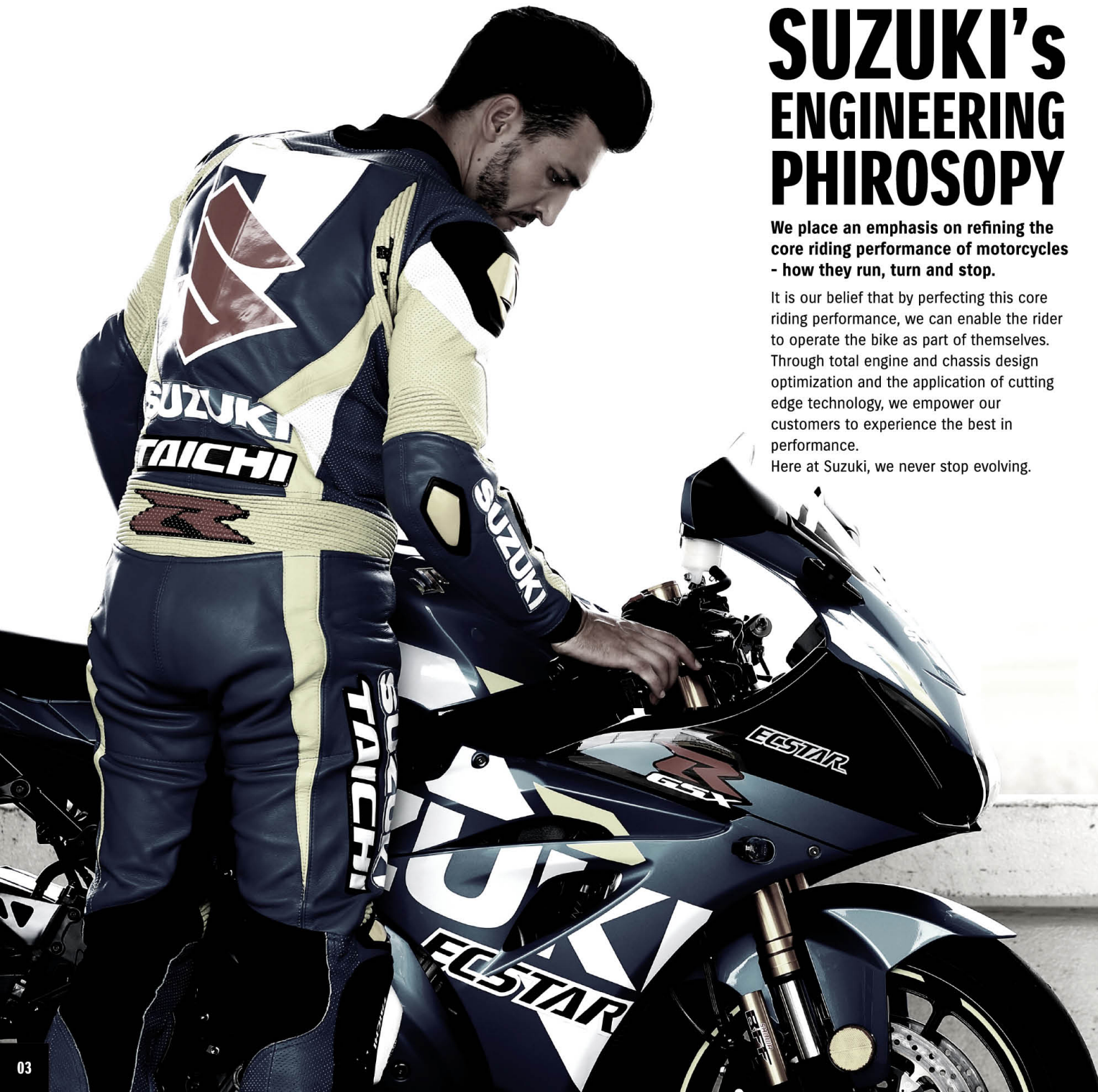
This philosophy of crafting motorcycles expressly for Suzuki riders is embodied in all the motorcycles that we release, regardless of class or category, from scooters to small and large model motorcycles.

SUZUKI's ENGINEERING PHILOSOPHY

We place an emphasis on refining the core riding performance of motorcycles - how they run, turn and stop.

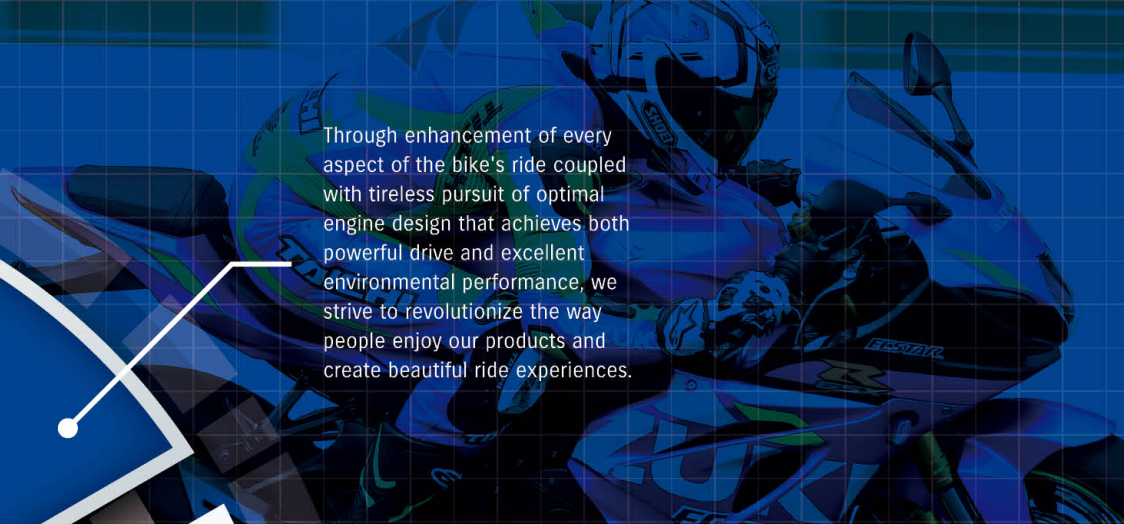
It is our belief that by perfecting this core riding performance, we can enable the rider to operate the bike as part of themselves. Through total engine and chassis design optimization and the application of cutting edge technology, we empower our customers to experience the best in performance.

Here at Suzuki, we never stop evolving.






RUN




Through enhancement of every aspect of the bike's ride coupled with tireless pursuit of optimal engine design that achieves both powerful drive and excellent environmental performance, we strive to revolutionize the way people enjoy our products and create beautiful ride experiences.

TURN



By providing smooth cornering and a greater sense of integration between machine and rider to make the act of maneuvering the vehicle more fun, we offer the joy of unrestrained, completely free control over one's movement.

STOP



Efficient braking makes a better ride and superior cornering possible. Stopping ability unifies the will of the rider and movements of the bike, making for more comfortable riding in a wide range of different situations.



OUR MANUFACTURING SPIRIT POWERS YOUR SUZUKI.

Providing 'value-packed products'

In our 99 years of manufacturing history, 67 years of building motorcycles, we have always strived to provide 'value-packed products' as one of our manufacturing philosophies. We believe that our passion, enthusiasm turns into your fun and excitement, our pride of craftsmanship becomes your pride of ownership.

The trademark "S" is recognized by people throughout the world as brand of quality products that offer both reliability and originality. Suzuki stands behind this global symbol with a sure determination to maintain this confidence in the future as well, never stopping in creating 'value-packed products'.



KATANA



KATANA P14



SUPER SPORT



GSX-R1000R P16



GSX-R1000 P17



GSX-R125 P18



STREET



GSX-S1000 P20



GSX-S1000F P20



GSX-S750 P21



SCOOTER



BURGMAN650 P30



BURGMAN400 P31



BURGMAN200/125 P32



SPORT ADVENTURE TOURER



V-Strom1000XT P26



V-Strom1000 P26



V-Strom650XT P27



MOTOCROSS / OFF ROAD



RM-Z450 P34



RM-Z250 P34



DR-Z125 L P36

SUZUKI BRAND



If one's life is viewed as a continuous story, then the motorcycle serves as a costar on the stage—a trusted partner.

Suzuki offers a wide range of different models designed to match a diverse array of user lifestyles.





GSX-S125 P21

SV

STREET



SV650 P22



SV650X P23

Address



Address P32

GSX 250R

STREET



GSX250R P24



V-Strom650 P27



V-Strom250 P28

SUZUKI TECHNOLOGY IS RIGHT BEHIND YOU

TECHNOLOGY

Suzuki motorcycle offers variety of advanced technologies - which not only deliver high performance, excitement and satisfaction, but increase your comfort and convenience in every day riding.

Your riding experience will be further enhanced with these advanced technologies.



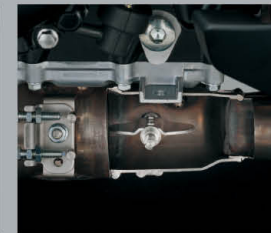
Suzuki Racing Variable Valve Timing

Suzuki Racing Variable Valve Timing (SR-VVT) System developed for Moto GP racing. Unlike complicated variable valve timing systems used by other manufactures, the SR-VVT is simpler, more compact, lighter and more positive. The centrifugally operated system is built into the intake cam sprocket and an adjacent guide plate, using 12 steel balls and slanted grooves to rotate the sprocket and retard the intake valve timing at a pre-set rpm, adding significantly to high-rpm power.



Suzuki Exhaust Tuning Alpha

Suzuki Exhaust Tuning Alpha (SET-A) butterfly valve operated by servo motor in each header balance tube remains closed to enhance lower-rpm and mid-range power, then opens to increase volume, reduce back pressure and work with pressure waves to add significant power at higher rpm.



Suzuki Exhaust Tuning

Suzuki Exhaust Tuning (SET) system, which uses a servo-controlled butterfly valve to modify back pressure and tune the pipe to match engine rpm. At lower rpm, the valve closes, increasing back pressure and improving low-end torque. The valve progressively opens as engine speed increases, reducing back pressure and increasing midrange and high-rpm power.



Suzuki Top Feed Injector

Suzuki Top Feed Injector (S-TFI) - is mounted in the top of the airbox, directly over each throttle body velocity stack, and operates at higher rpm. The TFI showerhead injector delivers fuel in an optimized spray pattern designed to enhance combustion efficiency, throttle response and top-end power.



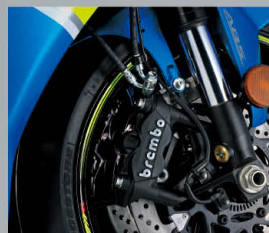
Suzuki Clutch Assist System

Suzuki Clutch Assist System (SCAS) - a back-torque-limiting clutch helps make downshifts smoother, assists the rider in taking control in deceleration. Ramped engagement cams built into the clutch hub decrease force on the clutch plates under deceleration by pushing up against the pressure plate, allowing the plates to slip at a controlled rate.



Motion Track Brake System

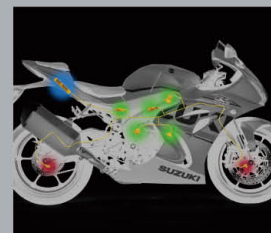
"Motion Track Brake System" by installing a Inertial Measurement Unit (IMU), and by combining the information of the posture of the vehicle with the front and rear wheel speeds, have made it possible for the ABS to activate not only in a straight line but also when the vehicle is leaning to either side.



Antilock Brake System

An electrically controlled Antilock Brake System (ABS) that produces stable braking force under various road surface conditions. The system helps avoid wheel locking when there is a sudden change in road surface during braking or when an excessive braking force is applied. The system monitors wheel speed, and matches stopping power to available traction.

* Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.



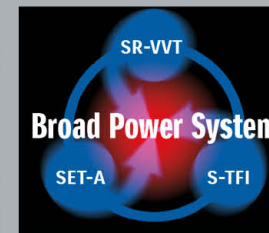
Motion Track Traction Control System

Suzuki's advanced Motion Track Traction Control System (TCS) allows the rider to select different levels of traction control intervention, depending upon road or racetrack conditions as well as personal preference and experience level. The Motion Track TCS continuously monitors front and rear wheel speed, throttle position, crankshaft position, gear position and motorcycle motion, and quickly reduces engine power output when a loss of traction is detected or predicted. Power output is controlled by managing ignition timing and throttle valve position.



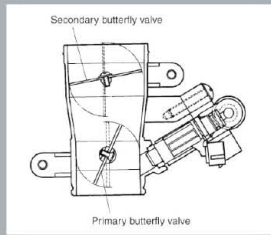
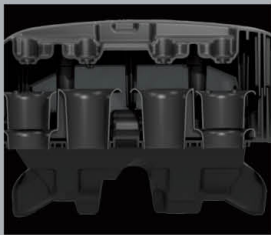
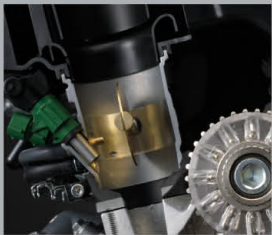
Traction Control System

Suzuki's traction control system continuously monitors front and rear wheel speeds, throttle position sensor, crank position sensor and gear position sensor, and quickly reduces engine output when wheel spin is detected. Engine output is controlled by managing ignition timing and air delivery to ensure smoother traction control operation. As a result, rider can enjoy long distance riding more comfortable, with less stress and fatigue.



Broad Power System

The Suzuki Racing VVT (SR-VVT), Suzuki Exhaust Tuning-Alpha (SET-A), and Suzuki Top Feed Injector (S-TFI) systems combine to make the Broad Power System, increasing high-rpm performance without reducing low and mid-range performance. The result is strong, linear power and enhanced acceleration throughout the rpm range.



Ride By Wire

Butterfly valves on the throttle bodies are controlled by an advanced electronic engine management system.



Suzuki Dual-Stage Intake

Suzuki Dual-Stage Intake (S-DSI) system delivers the advantages of variable-length intake funnels (also known as velocity stacks) without the extra weight and complexity. Two of the four intake funnels use a new stacked, dual-stage design, with a longer funnel positioned above a short funnel, and a gap between the two parts.



Suzuki Dual Throttle Valve system

Suzuki Dual Throttle Valve (SDTV) digital fuel-injection system. In SDTV induction system, each throttle body barrel has two butterfly valves, a primary valve controlled by the twist grip and a secondary valve controlled by the ECM based on engine rpm, gear selection and the position of the primary valve. The secondary butterfly valve opens and closes to maintain ideal intake air velocity, improving high combustion efficiency, thus resulting in a linear throttle response, increased low-to-mid range torque.



Suzuki Composite Electrochemical Material

Suzuki Composite Electrochemical Material (SCEM) is Suzuki's own nickel-silicon-carbide coating technique derived from racetrack experience. SCEM cylinders allow faster heat transfer and tighter piston-to-cylinder clearance, for superb durability and resistance to scuffing.



Suzuki Drive Mode Selector

Suzuki Drive Mode Selector (S-DMS) system allows the rider to select one of three fuel injection and ignition system maps (2maps in case of GSX-R750/600), adjusting power delivery to suit personal preference in various riding situations, such as different racetracks or tight, twisty roads. Selecting and switching between mode settings is by a switch on the handlebar; the selected mode setting is displayed on the right side of the tachometer. The feature helps rider to enjoy the performance in a wider range of riding situations.

* The technology is used in GSX-R1000R



Low RPM Assist

Low RPM Assist uses the ISC mechanism to help raise engine rpm slightly in launching and riding at low speed. This new feature helps smoother operation when pulling away and when riding at slow speeds, this means it's easier to pull away and easier to control the engine in stop-start traffic.



Bi-Directional Quick Shift System

The system automatically interrupts power delivery just long enough—between 50 and 75 milliseconds, depending upon the sensitivity adjustment—to unload the transmission gear dogs and allow a clean upshift, producing smoother, almost uninterrupted acceleration. For quicker and smoother downshifts without manually blipping the throttle twist grip or using the clutch, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio.



Suzuki Easy Start System

On a normal motorcycle when starting the engine, the rider needs to press and hold the starter switch until the engine fires up. With the Suzuki Easy Start, all you need to do is one quick push of the starter switch, just like starting a modern car engine. The ECM recognizes the signals and keeps the starter motor working for a specified time.



Suzuki Ram Air-Direct

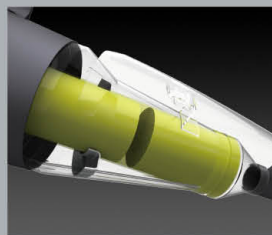
The Suzuki Ram Air-Direct (SRAD) air intakes are positioned close to the centerline of the fairing nose – the position offering optimum intake efficiency. This results in better intake efficiency, increase engine power in high speed.

* The technology is used in GSX-R1000R



Suzuki Advanced Immobilizer System

The Suzuki Advanced Immobilizer System (SAIS) uses an electronic identification system in the owner's key to prevent unauthorized people from starting the engine.



EURO 4 conformed

Only models with European specifications comply with the EURO 4 emission regulations.



Launch Control System

Launch control system makes it easier for a racer to get a good start in closed-course competition by automatically limiting engine rpm and optimizing torque delivery while the rider holds the throttle twist grip wide open and concentrates on feeding in the clutch lever.



Suzuki Holeshoot Assist Control

Suzuki Holeshoot Assist Control (S-HAC) automatically adapts to provide the quickest and strongest possible drive forward. The system returns the ignition timing to normal operation six seconds after launch, when the rider shifts into fifth gear, or when the throttle is closed, giving the rider ample time to bust out of the gate and toward the first turn.



Key-Less Ignition System

The rider can start the engine as long as the compact key is close enough to the motorcycle. Which means the rider does not have to fumble to retrieve the compact key from a pocket or backpack.



Digital Contents



360° Viewer



Suzuki
VR Experience



Suzuki
SOUND Experience



Video Library



GO THE SUZUKI WAY.

S U Z U K I C O L L E C T I O N

Suzuki Motorsport
catalog 2019

Suzuki Collection
catalog 2019



KATANA



KATANA



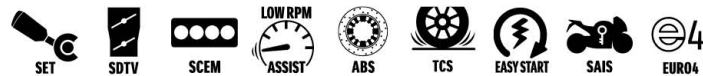
NEW



Metallic Mystic Silver (YMD)



Glass Sparkle Black (YVB)



Feel the Edge

Forged to perfection and polished to a magnificent radiance. Engineered to provide maximum control and optimum performance. Finely crafted to take riding pleasure to a new level. The Suzuki KATANA is destined to create a new legend. From the sharp lines and highlights defining the length of its body to the rider-friendly performance of its 148 PS (110 kW) engine, every detail of the Suzuki KATANA speaks of distinctive beauty.

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999 cm ³
Bore x Stroke	73.4 mm x 59 mm
Transmission	6-speed constant mesh
Engine Power	148 PS (110 kW) / 10 000 rpm
Engine Torque	108 Nm / 9 500 rpm
Overall Length	2 130 mm
Overall Width	835 mm
Overall Height	1 110 mm
Wheelbase	1 460 mm
Ground Clearance	140 mm
Seat Height	825 mm
Curb Mass	215 kg
Suspension	Front Inverted telescopic, coil spring, oil damped
	Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless
	Rear 190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	12 L
Consumption*	5.3 L / 100 km
CO ₂ emission*	122 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



Sharp face with LED headlight and LED front position lights

A new design featuring a vertically stacked LED headlight with a unique rectangular shape and LED front position lights accentuates the sharp look of the KATANA's face.



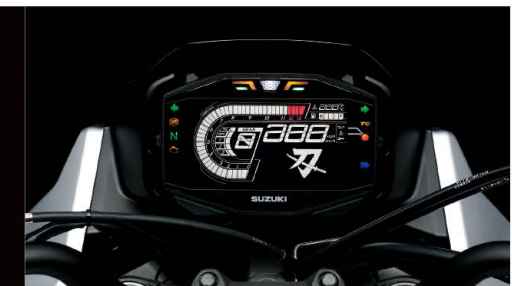
Satellite rear fender extending from the swingarm

The KATANA introduces a small rear fender supported by the swingarm that hugs the rear tire. Moving it, along with the rear turn signals and license plate holder, to this position eliminates parts extending from under the seat to give the tail section cleaner lines and a tougher, lighter new look.



3-mode traction control system

Suzuki's advanced traction control system lets the rider control the throttle in a wide variety of road conditions. This makes riding more enjoyable, less stressful, and less tiring.



Multi-function instrument cluster

The full LCD brightness-adjustable instrument cluster packs a wide range of useful information into a relatively compact form factor. It is also designed to make the readouts from its multiple functions easy to recognize. The look is one of high quality that helps instill pride of ownership.

KATANA

SUPER
SPORT

STREET

SPORT
ADVENTURE
TOURER

SCOOTER

MOTO
CROSS

OFF
ROAD

SUPER SPORT



GSX-R1000R ABS GSX-R1000 ABS GSX-R125 ABS

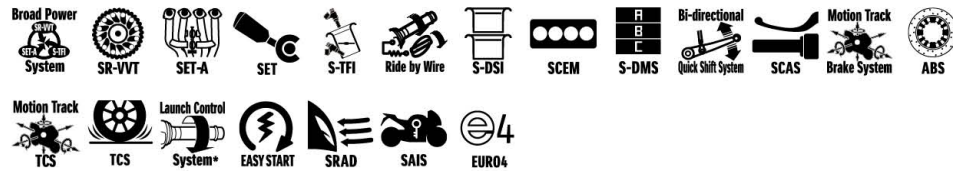
GSX-R SERIES

GSX-R 1000R ABS **NEW**

(GSX-R1000R/RZA)



Metallic Triton Blue (YSF)
Photo: GSX-R1000RA



Own The Racetrack

It is a machine designed to turn a simple expression of what really matters -- Run, Turn, Stop -- into the powerful combination of acceleration, cornering, and braking that makes this the most awesome GSX-R ever produced. Offered with the certain knowledge that--if you're ready--the GSX-R1000/R will Own The Racetrack.



Pearl Glacier White (YWW)
Photo: GSX-R1000RZA



Glass Sparkle Black / Pearl Mira Red (JSP)
Photo: GSX-R1000RA

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	
Engine Displacement	999.8 cm ³	
Bore x Stroke	76 mm x 55.1 mm	
Transmission	6-speed constant mesh	
Engine Power	202 PS (148.5 kW) / 13 200 rpm	
Engine Torque	117.6 Nm / 10 800 rpm	
Overall Length	2 075 mm	
Overall Width	705 mm	
Overall Height	1 145 mm	
Wheelbase	1 420 mm	
Ground Clearance	130 mm	
Seat Height	825 mm	
Curb Mass	203 kg	
Suspension	Front	Inverted telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70ZR17M/C (58W), tubeless
	Rear	190/55ZR17M/C (75W), tubeless
Fuel Tank Capacity	16 L	
Consumption*	6.2 L / 100 km	
CO ₂ emission*	144 g / km	

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

Compact Engine

The engine would rev higher and make more peak horsepower, while maintaining excellent low-to-mid-range power and drive. It would be a compact and lightweight Inline Four, DOHC with chain cam drive and four titanium valves per cylinder set at narrow angles, with a more over-square bore/stroke ratio, a higher redline and a higher compression ratio.

Suzuki Ram Air Direct

Suzuki Ram Air Direct (SRAD) intake ducts are positioned close to the center of the fairing nose, where air pressure is highest. The intake ducts are also large, thanks to the compact LED headlight.

Swing Arm Pivot

The part of the frame connecting to the swing arm pivot is newly variable*. (Comply with new race regulation.)
*1. Only for GSX-R1000R. *2. Race use only. Please be sure to ride on the standard position on the public road.

Bi-directional Quick Shift System

The bi-directional quick shift system is standard equipment for GSX-R1000R and GSX-R1000.

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROAD

GSX-R SERIES

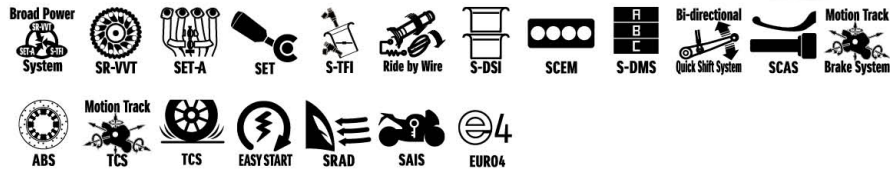
GSX-R1000

NEW

(GSX-R1000A)



Metallic Triton Blue (YSF)



Own The Racetrack

It is a machine designed to turn a simple expression of what really matters --Run, Turn, Stop --into the powerful combination of acceleration, cornering, and braking that makes this the most awesome GSX-R ever produced. Offered with the certain knowledge that--if you're ready--the GSX-R1000 will Own The Racetrack.



Pearl Glacier White / Glass Sparkle Black (AGT)



Glass Sparkle Black / Metallic Mat Black No.2 (KGL)

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999.8 cm ³
Bore x Stroke	76 mm x 55.1 mm
Transmission	6-speed constant mesh
Engine Power	202 PS (148.5 kW) / 13 200 rpm
Engine Torque	117.6 Nm / 10 800 rpm
Overall Length	2 075 mm
Overall Width	705 mm
Overall Height	1 145 mm
Wheelbase	1 420 mm
Ground Clearance	130 mm
Seat Height	825 mm
Curb Mass	203 kg
Suspension	Front Inverted telescopic, coil spring, oil damped
	Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless
	Rear 190/55ZR17M/C (75W), tubeless
Fuel Tank Capacity	16 L
Consumption*	6.2 L / 100 km
CO ₂ emission*	144 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



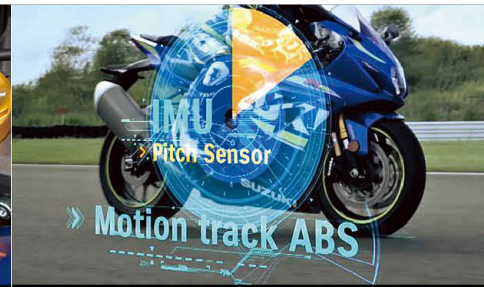
Improved Aerodynamics

The GSX-R1000 has MotoGP-inspired, sleeker and more aerodynamic bodywork designed to improve handling and top speed on the racetrack. The front fairing is 13mm narrower, and reshaped fairing ears are closer to the handlebars and produce better air flow around the rider's hands and arms.



All-New Suzuki Drive Mode Selector (S-DMS)

Using the S-DMS switch on the left handlebar, the rider can select three different mapping and engine power delivery settings designed to match power delivery to various ambient conditions, such as riding on different racetracks, or on tight and twisty roads, or in urban settings, or in traffic, or on straight and open highways.



Motion Track TCS (Traction Control System)

Suzuki's advanced Motion Track TCS (Traction Control System) allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions as well as personal preference and experience level. The power mode and level of TCS intervention can be changed while riding, as long as the throttle is closed.



Bi-directional Quick Shift System

The bi-directional quick shift system is standard equipment for GSX-R1000R and GSX-R1000.

GSX-R SERIES

GSX-R 125
ABS

(GSX-R125XA)



Metallic Triton Blue (YSF)



A GSX-R to Revolutionize The Lightweight Class

The Suzuki GSX-R line has defined sportbike performance for over 30 years, with more than a million sold worldwide. So the dedicated Suzuki engineers who have devoted their lives to the GSX-R take their responsibilities very seriously: Every GSX-R must be very light and best performing motorcycle in its class, in an unbeatable package. Meet the revolutionary Suzuki GSX-R125, with the best power-to-weight ratio and acceleration in the 125cm³ class, plus nimble handling and great fuel economy.



Brilliant White (YUH)



Titan Black (YVU)

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine Displacement	124 cm ³
Bore x Stroke	62 mm x 41.2 mm
Transmission	6-speed constant mesh
Engine Power	15 PS (11 kW) / 10 000 rpm
Engine Torque	11.5 Nm / 8 000 rpm
Overall Length	2 000 mm
Overall Width	700 mm
Overall Height	1 070 mm
Wheelbase	1 300 mm
Ground Clearance	155 mm
Seat Height	785 mm
Curb Mass	134 kg
Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc Rear Disc
Tires	Front 90/80-17M/C 46S, tubeless Rear 130/70-17M/C 62S, tubeless
Fuel Tank Capacity	11 L
Consumption*	2.3 L / 100 km
CO ₂ emission*	54 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



LED headlights and LED position lights

Reflecting its GSX-R heritage, the GSX-R125 features vertically stacked LED headlights, with the low beam above the high beam, and position lights on each side of the headlight. The GSX-R125's LED headlights are bright and compact, lighter and longer lasting compared to conventional halogen-bulb headlights seen on competing machines.



Science of Engine Design

There is a science to building high-performance engines, and the GSX-R125's DOHC engine could be used in a university textbook as an example of how to make a lot of power out of a very efficient and compact powerplant. The objective is combustion efficiency, optimal balance of the sporty engine character and fuel economy.



Dual-Exit Exhaust Muffler

The high-performance exhaust system includes a dual-exit muffler. A catalytic converter helps the GSX-R125 meet the Euro4 emission standards, letting everyone breathe a little easier.



Key-Less Ignition System

The GSX-R125 features a convenient key-less ignition system, and the rider can start the engine as long as the compact key is close enough to the motorcycle.

KATANA

SUPER
SPORT

STREET

SPORT
ADVENTURE
TOURER

SCOOTER

MOTO
CROSS

OFF
ROAD

STREET



GSX-S1000 ABS GSX-S1000F ABS GSX-S750 ABS GSX-S125 ABS
SV650 ABS SV650X ABS GSX250R ABS

GSX-S SERIES

GSX-S1000 ABS (GSX-S1000A/ZA/YA)

The Pure Sport Roadster

From the DNA of a supersport legend comes the pure sport roadster. The GSX-S1000. A motorcycle built for real-world excitement. Inheriting the genuine engine and main components of the GSX-R1000, this thrilling machine puts the feel of world-beating performance in your hands.



Metallic Triton Blue (YSF)
Photo : GSX-S1000A



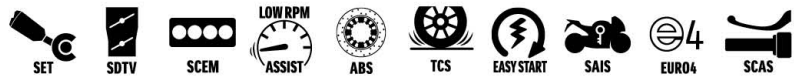
Metallic Mat Black No.2 (YKV)
Photo : GSX-S1000ZA



Pearl Glacier White (YWW)
Photo : GSX-S1000YA



Metallic Triton Blue / Glass Sparkle Black (KEL)
Photo : GSX-S1000YA



Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	810 mm
Engine Displacement	999 cm ³	Curb Mass	210 kg
Bore x Stroke	73.4 mm x 59 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh	Rear	Link type, coil spring, oil damped
Engine Power	148 PS (110 kW) / 10 000 rpm	Brakes	Front Disc, twin
Engine Torque	108 Nm / 9 500 rpm	Rear	Disc
Overall Length	2 115 mm	Tires	Front 120/70ZR17M/C (58W), tubeless
Overall Width	795 mm	Rear	190/50ZR17M/C (73W), tubeless
Overall Height	1 080 mm	Fuel Tank Capacity	17 L
Wheelbase	1 460 mm	Consumption*	5.3 L / 100 km
Ground Clearance	140 mm	CO ₂ emission*	122 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

GSX-S1000F ABS (GSX-S1000FA/FZA/FYA)

Beyond The Sportbike

From the DNA of a supersport legend comes another variation of the pure sport roadster. Beneath the slim fairing of this thrilling machine are the genuine engine and main components of the world-beating GSX-R1000. All in a comfortable package built for serious on-road pleasure. Hit the road with legendary performance. Go beyond the sportbike.



Metallic Triton Blue (YSF)
Photo : GSX-S1000FA



Metallic Mat Black No.2 (YKV)
Photo : GSX-S1000FZA



Glass Sparkle Black (YVB)
Photo : GSX-S1000FYA



Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	810 mm
Engine Displacement	999 cm ³	Curb Mass	215 kg
Bore x Stroke	73.4 mm x 59 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh	Rear	Link type, coil spring, oil damped
Engine Power	148 PS (110 kW) / 10 000 rpm	Brakes	Front Disc, twin
Engine Torque	108 Nm / 9 500 rpm	Rear	Disc
Overall Length	2 115 mm	Tires	Front 120/70ZR17M/C (58W), tubeless
Overall Width	795 mm	Rear	190/50ZR17M/C (73W), tubeless
Overall Height	1 180 mm	Fuel Tank Capacity	17 L
Wheelbase	1 460 mm	Consumption*	5.3 L / 100 km
Ground Clearance	140 mm	CO ₂ emission*	122 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROAD

GSX-S 750 ABS (GSX-S750A/ZA/YA)

The Apex Predator

Hear the wild induction roar strike your soul. Feel genuine GSX-R power stir your spirit. Own the apex of every corner. Powered by a legendary supersport engine. Armed with the latest technologies. Tuned to command the streets. Built to reign supreme over naked sport bikes. The GSX-S750 is a true apex predator.



Metallic Triton Blue / Glass Sparkle Black (KEL)



Pearl Glacier White (YWW)



Metallic Mat Black No.2 (YKV)



Metallic Triton Blue (YSF)

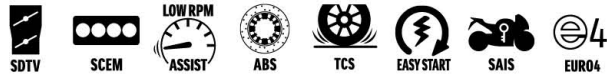


Greater power with fewer emissions - the best of both worlds

Full LCD instrumentation

Headlight

Variant cross-section swing arm



Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	820 mm
Engine Displacement	749 cm ³	Curb Mass	213 kg
Bore x Stroke	72 mm x 46 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh	Rear	Link type, coil spring, oil damped
Engine Power	113 PS (84 kW) / 10 500 rpm	Brakes	Front Disc, twin
Engine Torque	81 Nm / 9 000 rpm	Rear	Disc
Overall Length	2 125 mm	Tires	Front 120/70ZR17M/C (58W), tubeless
Overall Width	785 mm	Rear	180/55ZR17M/C (73W), tubeless
Overall Height	1 055 mm	Fuel Tank Capacity	16 L
Wheelbase	1 455 mm	Consumption*	4.9 L / 100 km
Ground Clearance	135 mm	CO ₂ emission*	114 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

GSX-S 125 ABS (GSX-S125XA)

A GSX-S to Revolutionize The Lightweight Class

Suzuki has defined sportbike performance for more than 30 years. It started with the legendary GSX-R line, with more than a million sold worldwide. And the dedicated Suzuki engineers behind the GSX-R line take their responsibilities very seriously: Every GSX-R must be very light and best performing in its class, in an unbeatable package. Now Suzuki engineers have applied their expertise and design philosophy to an exciting new street sport 125cm³-class motorcycle, based on the revolutionary GSX-R125.



Metallic Triton Blue (YSF)

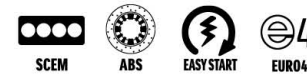


Science of Engine Design

Multi-Function, Full LCD Instrument Cluster

Suzuki Easy Start System

Muffler



Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	785 mm
Engine Displacement	124 cm ³	Curb Mass	133 kg
Bore x Stroke	62 mm x 41.2 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	6-speed constant mesh	Rear	Link type, coil spring, oil damped
Engine Power	15 PS (11 kW) / 10 000 rpm	Brakes	Front Disc
Engine Torque	11.5 Nm / 8 000 rpm	Rear	Disc
Overall Length	2 000 mm	Tires	Front 90/80-17M/C 46S, tubeless
Overall Width	745 mm	Rear	130/70-17M/C 62S, tubeless
Overall Height	1 035 mm	Fuel Tank Capacity	11 L
Wheelbase	1 300 mm	Consumption*	2.3 L / 100 km
Ground Clearance	165 mm	CO ₂ emission*	54 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

SV SERIES

SV650 ABS (SV650A)



Glass Sparkle Black / Pearl Glacier White (AGT)



V-Twin Fun For All Riders

What started in 1999 as a motorcycle built to deliver “V-Twin fun”, the Suzuki SV650 quickly became a rider’s phenomenon around the world. Not only was this universal motorcycle well-suited for urban roads but it was right at home on the racetrack too. Raising the “V-twin fun machine” performance even higher with latest Suzuki innovations, the SV650’s newest version now sets a higher standard.



Metallic Oort Gray No.3 (QEB)



Glass Sparkle Black (YVB)

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine Displacement	645 cm ³
Bore x Stroke	81 mm x 62.6 mm
Transmission	6-speed constant mesh
Engine Power	75 PS (56 kW) / 8 500 rpm
Engine Torque	64 Nm / 8 100 rpm
Overall Length	2 140 mm
Overall Width	760 mm
Overall Height	1 090 mm
Wheelbase	1 445 mm
Ground Clearance	135 mm
Seat Height	785 mm
Curb Mass	198 kg
Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless Rear 160/60ZR17M/C (69W), tubeless
Fuel Tank Capacity	14.5 L
Consumption*	4 L / 100 km
CO ₂ emission*	93 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



645cm³ liquid-cooled, DOHC 90-degree V-Twin engine



14.5-litre capacity fuel tank



Multi-Function, Full LCD Instrument Cluster



Suzuki Easy Start System

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROADV

SV650X ABS (SV650XA)



All Roads Are Yours

If you're looking to get out on the road on a sporty bike with café racer styling, look no further than Suzuki's SV650X. With its smooth-revving V-Twin engine tucked into a slim and lightweight trellis frame, the SV650X combines power and agility with classic café racer looks. Whether in stop-and-go city traffic or on country roads, this bike delivers exhilaration and riding fun. No matter where you pull up to park, the retro appeal of the SV650X is eye-catching with its stylish slotted headlight cowling, tuck-and-roll seat and blacked-out rider and pillion footrests. And on your favourite stretch of twisties, Suzuki's V-Twin machine's smooth power and agile handling make the SV650X a thrill to ride.



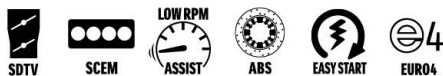
Glass Sparkle Black / Pearl Glacier White (AGT)



Glass Sparkle Black / Metallic Oort Gray No.3 (BD7)

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine Displacement	645 cm ³
Bore x Stroke	81 mm x 62.6 mm
Transmission	6-speed constant mesh
Engine Power	75 PS (56 kW) / 8 500 rpm
Engine Torque	64 Nm / 8 100 rpm
Overall Length	2 140 mm
Overall Width	730 mm
Overall Height	1 090 mm
Wheelbase	1 445 mm
Ground Clearance	135 mm
Seat Height	790 mm
Curb Mass	198 kg
Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless Rear 160/60ZR17M/C (69W), tubeless
Fuel Tank Capacity	14.5 L
Consumption*	4 L / 100 km
CO ₂ emission*	93 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



Stylish Slotted Headlight Cowling



645cm³ liquid-cooled, DOHC 90-degree V-Twin engine



Clip-on Handlebars



Tuck-and-Roll Seat

GSX 250R ABS (GSX250RA/ZA)



The Urban Athlete

Sleek, flowing lines invite you to climb aboard and ride into the future. Sporty styling true to Suzuki's sportbike heritage brings instant excitement. Look and feel your best wherever you decide to spread your wings. The new GSX250R is ready to take you beyond mere satisfaction.



Metallic Triton Blue No.2 (QHV)



Pearl Nebular Black (YAY)

Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC
Engine Displacement	248 cm ³
Bore x Stroke	53.5 mm x 55.2 mm
Transmission	6-speed constant mesh
Engine Power	25 PS (18.4 kW) / 8 000 rpm
Engine Torque	23.4 Nm / 6 500 rpm
Overall Length	2 085 mm
Overall Width	740 mm
Overall Height	1 110 mm
Wheelbase	1 430 mm
Ground Clearance	160 mm
Seat Height	790 mm
Curb Mass	181 kg
Suspension	Front Telescopic, coil spring, oil damped Rear Swingarm type, coil spring, oil damped
Brakes	Front Disc Rear Disc
Tires	Front 110/80-17M/C 57H, tubeless Rear 140/70-17M/C 66H, tubeless
Fuel Tank Capacity	15.4 L
Consumption*	3.1 L / 100 km
CO ₂ emission*	71 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



248cm³ parallel-twin engine



Full LCD instrumentation



Distinctive position lamps



Taillight design

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROAD

SPORT ADVENTURE TOURER



V-Strom 1000XT ABS V-Strom 1000 ABS V-Strom 650XT ABS V-Strom 650 ABS V-Strom 250 ABS

V-Strom SERIES

V-Strom 1000XT V-Strom 1000

(DL1000XA/DL1000A)



Supreme Soar

Plentiful Power to conquer the steep mountain passes, yet still putting a grin on your face with its exciting sportiness. State of the art technology, always there to support a difficult task. Comfort to go on and on, and on. Combining the premium experience with real world usability, the relaxing luxury will let you soar out on your adventures. All you need. V-Strom 1000/XT ABS.



Champion Yellow No.2 (YU1)
Photo : V-Strom 1000XT



Pearl Vigor Blue / Pearl Glacier White (AJP)
Photo : V-Strom 1000XT



Glass Sparkle Black (YVB)
Photo : V-Strom 1000XT



Candy Daring Red (YYG)
Photo : V-Strom 1000



Pearl Glacier White (YWW)
Photo : V-Strom 1000



Glass Sparkle Black (YVB)
Photo : V-Strom 1000



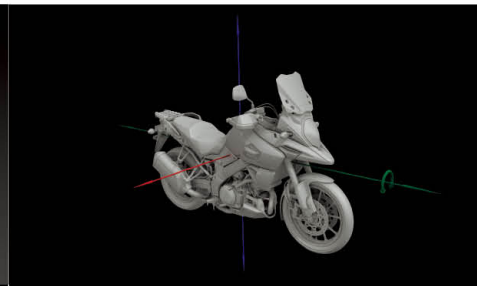
Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin
Engine Displacement	1037 cm ³
Bore x Stroke	100 mm x 66 mm
Transmission	6-speed constant mesh
Engine Power	100 PS (74 kW) / 8 000 rpm
Engine Torque	101 Nm / 4 000 rpm
Overall Length	2 280 mm
Overall Width	930 mm
Overall Height	1 470 mm
Wheelbase	1 555 mm
Ground Clearance	165 mm
Seat Height	850 mm
Curb Mass	233 kg (V-Strom 1000XT) 232 kg (V-Strom 1000)
Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 110/80R19M/C 59V, tubeless Rear 150/70R17M/C 69V, tubeless
Fuel Tank Capacity	20 L
Consumption*	4.9 L / 100 km
CO ₂ emission*	115 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



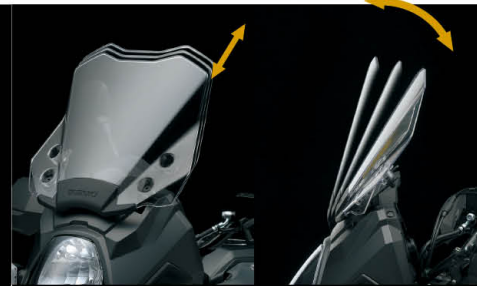
Irresistible Power

The powerful and versatile 90-degree DOHC V-twin originated as a 996cm³ unit, and underwent a major rebuild changing various components and rising the capacity to 1037cm³ in 2014, further maturing this attractive engine to match the demands of a sports adventure tourer.



Motion Track Brake System and Combination Brake system

The Bosch ABS system has been upgraded to the "Motion Track Brake System" by installing a 5-Axis Inertial Measurement Unit (IMU), and by combining the information of the posture of the vehicle with the front and rear wheel speeds, realizing optimal vehicle stability not only in straight-line braking but also when breaking while cornering.



Excellent Flow of Wind for Individual Riders

The effective windscreen on the V-Strom 1000 ABS inherits the ratchet-gear mechanism allowing the rider to easily choose from three angles. No tools are necessary and the ideal position can be selected by simply pushing the windscreen by one hand, even with gloves on. The height of the screen can also be set to three preset positions using four bolts. The screen has been newly designed 49mm taller and with a smaller curve on the tip section, resulting in less wind blast, turbulence, noise to the helmet, and a clearer view. Also the new windscreen has improved the wind buffering to the body of the rider, all together providing the next level of comfort.



Photo : V-Strom1000 ABS

Photo : V-Strom1000XT ABS

Choice of Wheels

19 inch wheel on the front and 17 on the rear provides a premium balance of stability and nimbleness to cope well with all riding situations. The V-Strom 1000 ABS inherits the light weight 10 spoke aluminum cast wheels, while the V-Strom 1000XT adopts tubeless tire applicable wire-spoke wheels.

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROAD

V-Strom SERIES

V-Strom 650XT ABS V-Strom 650 ABS

(DL650XA/DL650A)



Champion Yellow No.2 (YU1)
Photo : V-Strom 650XT



Pearl Glacier White (YWW)
Photo : V-Strom 650XT



Candy Daring Red (YYG)
Photo : V-Strom 650XT



Candy Daring Red (YYG)
Photo : V-Strom 650



Pearl Glacier White (YWW)
Photo : V-Strom 650



Glass Sparkle Black (YVB)
Photo : V-Strom 650

Adventure, In All Directions

The ultimate tackle to Do-It-All. The tool that never lets you down. Think of a task, a challenge, an adventure. The answer to every thought. V-Strom 650/XT.

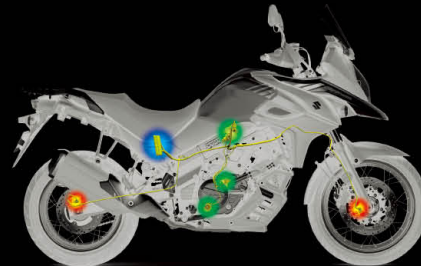
Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin	
Engine Displacement	645 cm ³	
Bore x Stroke	81 mm x 62.6 mm	
Transmission	6-speed constant mesh	
Engine Power	70 PS (52 kW) / 8 800 rpm	
Engine Torque	62 Nm / 6 500 rpm	
Overall Length	2 275 mm	
Overall Width	910 mm (V-Strom 650XT)	835 mm (V-Strom 650)
Overall Height	1 405 mm	
Wheelbase	1 560 mm	
Ground Clearance	170 mm	
Seat Height	835 mm	
Curb Mass	216 kg (V-Strom 650XT)	213 kg (V-Strom 650)
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	110/80R19M/C 59V, tubeless
	Rear	150/70R17M/C 69V, tubeless
Fuel Tank Capacity	20 L	
Consumption*	4.2 L / 100 km	
CO ₂ emission*	97 g / km	

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



Sophisticated V-Twin Performance

The 645cm³ DOHC V-twin is a masterpiece of Suzuki engineering which has an evolving history. For the new 650, this unit has been tuned for ample low to mid-range torque for practical use while maintaining an exhilarating top-end.



Advanced Traction Control System

The V-Strom 650/XT now also features the 3 mode (2 modes and off) traction control system already proven on the V-Strom 1000. Simple to use and effective in difficult road conditions, this advanced system is designed to prevent spin due to excessive throttle control and support riders in various conditions they are likely to face in long distance tours.



Head Light

The high and low beam of the light weight headlight is in a compact vertical configuration and realize brightness equivalent to the previous twin head lights, while when on high beam, both low and high bulbs illuminate providing a broader lit up area.



Multi-function instrument panel

By sharing the easy to see and easy to operate/understand instrument cluster, along with the cowling image with its bigger brother, the new 650 now has rich information with a quality design.

V-Strom SERIES

V-Strom 250 (DL250A)



Pearl Nebular Black / Solid Dazzling Cool Yellow (BJE)



Massive And Smart

The new V-Strom 250 ABS is equally at home in city traffic as it is on the open road when touring. Featuring a comfortable riding position and enabling riders to firmly reach the ground with their feet, this new model also delivers plenty of power and easy to control low- to mid-range torque.



Pearl Nebular Black (YAY)



Metallic Diamond Red (YYW)

Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC
Engine Displacement	248 cm ³
Bore x Stroke	53.5 mm x 55.2 mm
Transmission	6-speed constant mesh
Engine Power	25 PS (18.4 kW) / 8 000 rpm
Engine Torque	23.4 Nm / 6 500 rpm
Overall Length	2 150 mm
Overall Width	790 mm
Overall Height	1 295 mm
Wheelbase	1 425 mm
Ground Clearance	160 mm
Seat Height	800 mm
Curb Mass	188 kg
Suspension	Front Telescopic, coil spring, oil damped
	Rear Swingarm type, coil spring, oil damped
Brakes	Front Disc
	Rear Disc
Tires	Front 110/80-17M/C 57H, tubeless
	Rear 140/70-17M/C 66H, tubeless
Fuel Tank Capacity	17.3 L
Consumption*	3.2 L / 100 km
CO ₂ emission*	72 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



Headlight and Rear combination lights

The metal shell surrounding the headlight features a hard anodized finish and is designed to resemble a flashlight. The taillight adopts a surface-emitting LED.



248cm³ parallel-twin engine

The 248 cm³ parallel-twin engine that powers the V-Strom 250 ABS underwent thorough analysis and optimization to maximize low- to mid-range torque and provide a powerful ride that features ease of control. The overall efficiency achieved also helps realize better fuel economy and clean performance that satisfies the stringent Euro 4 emission regulations.



Full LCD instrumentation

The V-Strom 250 ABS features a reverse-lit LCD instrument panel. Readouts include the speedometer, tachometer, gear position and RPM indicator, odometer, dual tripmeters, fuel gauge, average fuel consumption and oil change timing indicators, and a clock. LED indicators include those for the turn signals, high beam, neutral, malfunction, RPM indicator, coolant temperature and oil pressure. The indicators are designed to be easy to recognize.

KATANA

SUPER
SPORT

STREET

SPORT
ADVENTURE
TOURER

SCOOTER

MOTO
CROSS

OFF
ROAD

SCOOTER



BURGMAN 650 Executive

BURGMAN 400 ABS

BURGMAN 200 ABS

BURGMAN 125 ABS

Address 110

BURGMAN SERIES

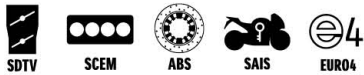
BURGMAN



(AN650Z)



Pearl Glacier White (YWW)



Looking ahead on luxury

BURGMAN. The name is synonymous with two-wheel luxury. For an entire generation of riders, BURGMAN has redefined the motorcycling experience. Control has never come so freely. Power has never flowed with such ease. Every movement feels smooth and graceful. Every street is yours for the taking. BURGMAN 650. Looking ahead on luxury.



Metallic Mat Fibroin Gray (PGZ)



Metallic Mat Black No.2 (YKV)

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine Displacement	638 cm ³
Bore x Stroke	75.5 mm × 71.3 mm
Transmission	CVT
Engine Power	54 PS (39.5 kW) / 7 000 rpm
Engine Torque	58.4 Nm / 4 750 rpm
Overall Length	2 265 mm
Overall Width	810 mm
Overall Height	1 420 mm
Wheelbase	1 585 mm
Ground Clearance	125 mm
Seat Height	760 mm
Curb Mass	281 kg
Suspension	Front Telescopic, coil spring, oil damped
	Rear Swingarm type, coil spring, oil damped
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 120/70R15M/C 56H, tubeless
	Rear 160/60R14M/C 65H, tubeless
Fuel Tank Capacity	15 L
Consumption*	4.8 L / 100 km
CO ₂ emission*	109 g / km

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



Ergonomic grip and seat heating

The new ergonomic hand warmer is very practical, so you don't have to miss the bike in cooler and windy weather. Combined with double seat heating, it is almost perfect.



Front compartments with DC outlet

Three compartments below the handlebars provide space for maps and other items you might need on the road. One contains a DC outlet that's ideal for charging a mobile telephone.



50-litre underseat storage

The BURGMAN 650 has room for plenty of gear. A cavernous, 50-litre underseat compartment can hold two full-face helmets and has a light for nighttime convenience. A cable lock allows you to secure a helmet outside the compartment to make space for luggage inside.



Informative instruments

Big, easy-to-read analogue dials for the speedometer and tachometer flank a digital display that shows an odometer, twin trip meters, a fuel consumption meter, a fuel meter, a coolant temperature indicator, a thermometer, a clock, an oil level indicator, an oil change indicator, a drive mode indicator (for drive mode and power mode), and a gear position indicator (for manual mode).

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROAD

BURGMAN SERIES

BURGMAN 400 ABS

(AN400A)



Metallic Mat Black No.2 (YKV)



The Elegant Athlete

It fits well, like a fine handmade suit. It rides comfortably and performs like a champion. It manoeuvres brilliantly. And it delivers a winning combination of stylish design, practicality and convenience. The BURGMAN 400 – bringing greater class and pleasure to your journey.



Pearl Glacier White (YWW)



Metallic Mat Stellar Blue (YUA)

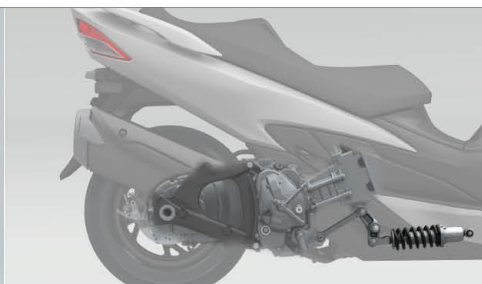
Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	
Engine Displacement	400 cm ³	
Bore x Stroke	81 mm x 77.6 mm	
Transmission	CVT	
Engine Power	31 PS (23 kW) / 6 300 rpm	
Engine Torque	36 Nm / 4 800 rpm	
Overall Length	2 235 mm	
Overall Width	765 mm	
Overall Height	1 350 mm	
Wheelbase	1 580 mm	
Ground Clearance	125 mm	
Seat Height	755 mm	
Curb Mass	215 kg	
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Link type, coil spring, oil damped
Brakes	Front	Disc, twin
	Rear	Disc
Tires	Front	120/70-15M/C 56S, tubeless
	Rear	150/70-13M/C 64S, tubeless
Fuel Tank Capacity	13.5 L	
Consumption*	4.3 L / 100 km	
CO ₂ emission*	97 g / km	

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.



Elegant and efficient LED headlight design

The slim, elegant styling of the new nose features sharply styled dual LED headlights with integrated LED position lights and turn signals mounted beneath. The overall effect creates a cleaner and lighter looking front end that is instantly recognizable as belonging to the BURGMAN family.



Link-Type Monoshock Rear Suspension

The link-type monoshock rear suspension with 7-way adjustable spring preload helps maximise the balance between comfort and sporty performance by providing a softer ride on relatively smooth roads and solid traction on cobblestone streets.



Light, Lean and Lavishly Appointed

The new BURGMAN 400 makes no compromises on elegant styling, even while shedding weight over its predecessor. From the sharp, lean lines of its new nose to the slim new rear end, this BURGMAN clearly personifies fine craftsmanship, technological prowess and dedication to quality.



Rich Underseat Storage Space

The BURGMAN 400's spacious 42-litre underseat storage^{*6} compartment can hold two helmets^{*7} and provides ample room for stowing your gear.

^{*6} The weight limit for items in the underseat compartment is 10kg.

^{*7} One full-face and one demi-jet helmet may fit in the underseat compartment. Helmets of certain shapes may not fit in the underseat compartment.

-Helmets and luggage items are shown for illustrative purposes only. -Do not use the storage compartments for items that are fragile, valuable, dangerous or susceptible to heat.

BURGMAN SERIES

BURGMAN 200 ABS / **125 ABS** (UH200A/UH125A)

Urban Smart

The freedom comes in the sporty form of the BURGMAN. Like the city itself, the BURGMAN pulses with originality. It's loaded with well-designed space for carrying what you need. See how smooth two-wheel urban riding can be. Get out there and find your true self in the city.



Metallic Mat Black No.2 (YKV)



Metallic Mat Fibroin Gray (PGZ)



Pearl Brilliant White (YUH)

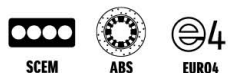


Powerful and economical engine

Front compartments with DC outlet

Underseat storage

Multi-function instrument



Engine Type	4-stroke, 1-cylinder, liquid-cooled, SOHC	Seat Height	735 mm
Engine Displacement	200 cm ³ (Burgman 200) 125 cm ³ (Burgman 125)	Curb Mass	164 kg (Burgman 200) 162 kg (Burgman 125)
Bore x Stroke	69 mm x 53.4 mm (Burgman 200) 57 mm x 48.8 mm (Burgman 125)	Suspension	Front Telescopic, coil spring, oil damped Rear Swingarm type, coil spring, oil damped
Transmission	CVT	Brakes	Front Disc Rear Disc
Engine Power	18 PS (13 kW) / 8 000 rpm (Burgman 200) 11 PS (8 kW) / 8 000 rpm (Burgman 125)	Tires	Front 110/90-13M/C 55P, tubeless Rear 130/70-12 62P, tubeless
Engine Torque	17 Nm / 6 000 rpm (Burgman 200) 10 Nm / 6 300 rpm (Burgman 125)	Fuel Tank Capacity	10.5 L
Overall Length	2 055 mm	Consumption*	3.2 L / 100 km (Burgman 200) 3 L / 100 km (Burgman 125)
Overall Width	740 mm	CO ₂ emission*	76 g / km (Burgman 200) 68 g / km (Burgman 125)
Overall Height	1 355 mm		
Wheelbase	1 465 mm		
Ground Clearance	130 mm		

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

Address (UK110NM)

Get Around All-Rounder

A lifestyle statement that says as much about your personality as where you want to go, this head-turning, street-smart all-rounder is more than a stylish commuter. Sporting breathtaking acceleration and optimized fuel economy, and an accommodating 20.6 liter luggage compartment that provides more than ample room for your helmet and riding gear. Plus, the sleek city dimension makes every ride - whether it's to the school or office, shopping runs - a sheer exciting.



Titan Black (YVU)



Metallic Triton Blue (YSF)



Pearl Brilliant White (YUH)



Powerful and economical engine

Fuel injection system with six sensors

Underseat storage

Front inner pocket



Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	755 mm
Engine Displacement	113 cm ³	Curb Mass	100 kg
Bore x Stroke	51 mm x 55.2 mm	Suspension	Front Telescopic, coil spring, oil damped Rear Swingarm type, coil spring, oil damped
Transmission	CVT	Brakes	Front Disc Rear Drum
Engine Power	9 PS (6.5 kW) / 8 000 rpm	Tires	Front 80/90-14M/C 40P, tubeless Rear 90/90-14M/C 46P, tubeless
Engine Torque	8.6 Nm / 6 250 rpm	Fuel Tank Capacity	5.2 L
Overall Length	1 845 mm	Consumption*	2.1 L / 100 km
Overall Width	665 mm	CO ₂ emission*	49 g / km
Overall Height	1 095 mm		
Wheelbase	1 260 mm		
Ground Clearance	120 mm		

*Calculated based on the Worldwide Motorcycle Test Cycle (WMTC) mode exhaust emissions measuring conditions.

KATANA

SUPER
SPORT

STREET

SPORT
ADVENTURE
TOURER

SCOOTER

MOTO
CROSS

OFF
ROAD

MOTOCROSS



RM-Z250 RM-Z450

*Professional rider in closed course.

RM-Z 250 **NEW**

Designed to Win

The 250 class in motocross doesn't forgive the slightest weakness. That's why we've completely redesigned the all-new 2019 RM-Z250 to achieve the right balance of "Run, Turn, and Stop" necessary to win in this ultra-competitive arena. Intensive work by our engineers has once again made the RM-Z250 the leader out of the gate, with a new engine featuring increased power across the board and class-leading electronics, a lighter frame and swingarm plus updated suspension for even better handling, a completely new styling design, and a laundry list of other updates to make it the most potent motocrosser in its class. Look out...the 2019 RM-Z250 is here!



Champion Yellow No.2 (YU1)



Tein injector

S-HAC

Frame

Front brake disc



Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Ground Clearance	330 mm
Engine Displacement	249 cm ³	Seat Height	955 mm
Bore x Stroke	77 mm x 53.6 mm	Curb Mass	106 kg
Transmission	5-speed constant mesh	Suspension	Front Inverted telescopic, coil spring, oil damped
Engine Power	42 PS (31 kW) / 12 500 rpm		Rear Link type, coil spring, oil damped
Engine Torque	29 Nm / 9 000 rpm	Brakes	Front Disc
Overall Length	2 185 mm		Rear Disc
Overall Width	835 mm	Tires	Front 80/100-21 51M, tube type
Overall Height	1 255 mm		Rear 110/90-19 57M, tube type
Wheelbase	1 485 mm	Fuel Tank Capacity	6.3 L

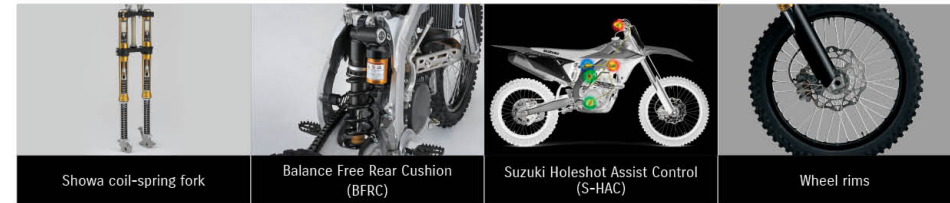
RM-Z 450

The Winning Balance

Stripped to its essence, motocross requires a racebike to do three key things: Run, Turn and Stop – all better than the rest. Now in its 14th model year, the RM-Z450 is fully redesigned with a laser focus on achieving this winning balance. Fortunately, the RM-Z450 already has a heritage of 26 world and national championships to build on, including five AMA 450 Motocross and two AMA 450 Supercross titles. To this winning history now comes fully re-engineered engine, chassis and electronics, plus dramatic new styling.



Champion Yellow No.2 (YU1)



Showa coil-spring fork

Balance Free Rear Cushion (BFRC)

Suzuki Holeshot Assist Control (S-HAC)

Wheel rims



Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Ground Clearance	330 mm
Engine Displacement	449 cm ³	Seat Height	960 mm
Bore x Stroke	96 mm x 62.1 mm	Curb Mass	112 kg
Transmission	5-speed constant mesh	Suspension	Front Inverted telescopic, coil spring, oil damped
Engine Power	58 PS (43 kW) / 9 000 rpm		Rear Link type, coil spring, oil damped
Engine Torque	50 Nm / 7 500 rpm	Brakes	Front Disc
Overall Length	2 175 mm		Rear Disc
Overall Width	835 mm	Tires	Front 80/100-21 51M, tube type
Overall Height	1 260 mm		Rear 110/90-19 62M, tube type
Wheelbase	1 480 mm	Fuel Tank Capacity	6.3 L



KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS

OFF ROAD

Safety Information

The RM-Z450, RM-Z250 are for closed-course competition and related practices use only. Always supervise young riders.

OFF ROAD



DR-Z125 L

*Professional rider in closed course.



Champion Yellow No.2 (YU1)

Two For The Trails

Blending race inspired looks along with an exciting entry-level off road package creates the DR-Z125L. Built around a time proven chassis and engine package. Inheriting sleek designs from its RM-Z brothers, the DR-Z125L yields motocross styling that looks good at the local track or a favorite trail.

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC
Engine Displacement	124 cm ³
Bore x Stroke	57 mm x 48.8 mm
Transmission	5 -speed constant mesh
Engine Power	10 PS (7.2 kW) / 12 500 rpm
Overall Length	1 885 mm
Overall Width	770 mm
Overall Height	1 110 mm
Wheelbase	1 270 mm
Ground Clearance	290 mm

Seat Height	805 mm
Curb Mass	89 kg
Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc Rear Drum
Tires	Front 70/100-19 42M, tube type Rear 90/100-16 52M, tube type
Fuel Tank Capacity	4.8 L



Lightweight engine skid plate



Link-type rear suspension



Telescopic front forks



Front disc brake

KATANA

SUPER
SPORT

STREET

SPORT
ADVENTURE
TOURER

SCOOTER

MOTO
CROSS

OFF
ROAD

SUZUKI HISTORY

History progressed with customers worldwide.

1952

Suzuki builds its first motorised bicycle, the 'Power Free'. Designed to be inexpensive and easy to maintain, it uses a 36cc, two-stroke engine clipped to the frame of a conventional bicycle. The Power Free's unique double sprocket gear system allows riders to pedal without engine assistance, with engine assistance, or to travel completely under the engine's own power.



1962

Champions of the world! East German rider, Ernst Degner, takes Suzuki's first TT victory by winning the 50cc race. He goes on to win the 50cc world championship in the same year giving Suzuki its first world title. Five more 50cc titles will follow in the next six years.



1971

Joel Robert retains the world 250cc motocross crown. Roger De Coster becomes the World Motocross Champion 500cc class on his Suzuki RN71.



1981

Italy's Marco Lucchinelli wins the 500cc world championship on an RG500.

Suzuki stuns the biking world with its futuristic GSX1100S Katana. The bike's aggressive styling and superb performance make it a huge sales success.



1993

Kevin Schwantz wins the 500cc world championship on the RGV-y 500 and ensures his name will always be remembered amongst the all-time greats.



1900

1950

1960

1970

1980

1990



1909

Michio Suzuki opens the Suzuki Loom Works in the small coastal village of Hamamatsu, Shizuoka Prefecture, Japan. The new factory makes weaving looms for Japan's massive cotton industry and Michio's intention is simple: to build better, more ergonomic looms than anything that is currently available.

1958

The now famous Suzuki 'S' makes its first appearance.



1965

Hugh Anderson wins his fourth world title, this time in the 125cc class. The sensational T20 Super Six really puts Suzuki on the international map. A 250cc, two-stroke twin with six-speed gear box and a claimed top speed of 160km/h, the T20 is a huge sales success.



1976

Barry Sheene wins his, and Suzuki's, first 500cc world title on the RG500. The legendary bike took the top six places in the championship.

Meanwhile, the GS750 - Suzuki's first big four-cylinder bike - is released.



1985

The bike that is to change the face of motorcycling arrives. Suzuki's GSX-R750 will always be remembered as the first true race replica machine. Delivering 100 horsepower and weighing in at 176kg, it created a whole new category of performance bikes. The GSX-R750 achieves a 1-2 finish in its World Endurance Championship debut race, the Le Mans 24-hours Endurance Race.



1996

Suzuki re-invented GSX-R750 again in 1996. This is the turning-point model of the GSX-R750 with the newly equipped twin-spar frame instead of the double cradle frame. Faithfully tracing the GP machine RGV-Γ, the basic dimensions with shortened wheelbase generated smooth drivability with a surprising dry weight of 179kg.

1999

Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa. The ultimate 1298cc liquid-cooled DOHC in-line 4-cylinder engine that powered the Hayabusa represented the epitome of no-compromise engineering. The Hayabusa's most notable features were its aerodynamic design and its superb balance of the engine performance and handling in a wide speed range on the road.



2001

An unforgettable year which saw the launch of the ultimate sports bike - the Suzuki GSX-R1000. The newest addition to the GSX-R family had the same impact as the original upon its release in 1985 and re-wrote the rule books on performance, weight, handling and styling. It would soon be dominating race tracks and awards ceremonies around the world.



2008

The Suzuki B-King, a naked muscle bike with attitude, first shown as a concept model in 2001, arrives. Suzuki launches the World's first production fuel injected motocross bike - the RM-Z450. In the same year, Suzuki launches the new GSX-R600 and 750 models - the thinking man's sportbikes. Suzuki introduces 2nd generation Hayabusa 1300.



2010

Ryan Dungey wins AMA/FIM World Supercross Championship and AMA Pro Motocross championship aboard RM-Z450.



2013

The Suzuki Endurance Racing Team (SERT) takes its 4th consecutive Endurance World Championship and its 13th title overall.



2017

Suzuki GSX-R1000 and Michael Dunlop take victory at the Isle of Man Senior TT.



2000



2000

Kenny Roberts Jr. wins 2-year consecutive victory in the Malaysian GP, the season's 2nd round. With a total of four victories, Roberts Jr. becomes the World Champion of GP500, which for Suzuki is the sixth world title, and the first in seven years since 1993.

2005

Suzuki sets new standard of sportbike once again with the introduction of the 2005 GSX-R1000. It went straight back to the top of the superbike tree. The GSX-R1000 wins number of Superbike titles including World Superbike Championship in 2005. The reasons for the Suzuki GSX-R1000's dominance are simple. Great handling and ergonomics, radical styling and full-on usable power.



2009

The all new GSX-R1000 is launched. In the United States, Rockstar Makita Suzuki's Mat Mladin clinches his seventh AMA Superbike Championship riding GSX-R1000.



2010

2012

GSX-R series total production reaches 1 million units. Since the introduction in 1985, the name of GSX-R became synonymous with high performance sportbike. Suzuki launches second generation V-Strom 650ABS. V-Strom 650 has always been the best-selling model in its class since first introduced in 2004. To further improve its running performance and riding comfort, 645cc V-Twin engine has improved low-to-mid rpm performance, matched by enhanced fuel economy and environmental performance.



2016

The all new GSX-R1000R, Suzuki flagship model is finally launched. In addition, V-Strom 1000/XT, V-Strom 650/XT, GSX-S750, BURGMAN 400 etc., the total 9 new models are introduced. In MotoGP, Team SUZUKI ECSTAR, Maverick Viñales wins the championship at the British Grand Prix with GSX-RR in the second season after coming back.



2020

2018

The original Suzuki GSX1100S KATANA caused a sensation when it launched in 1981. It won the hearts of riders around the world and forever changed street motorcycle trends. The impact was so great, the KATANA continues to influence motorcycle designs even today. Each of the styling features and performance components that distinguish the KATANA underwent many iterations to achieve the desired level of refinement and functional beauty. Overall, the development process came to closely resemble the traditional process of creating the Japanese sword from which the model's name is derived.



GO! SUZUKI!!!!



Suzuki race bikes are born and refined on our test track, waiting to be ridden fast. They leave their birthplace, fueled with our strong passion and our craving hope for victory. At this very place, new bikes are about to be born, bikes which have inherited the same blood of our polished and battle-hardened racers, brought up in the unsparing world of competition.

Motorcycles, racing through the circuit, fighting for the podium just milliseconds away- Motorcycles, cruising through everyday life, hand in hand with its proud and confident owner- Motorcycles, sitting quietly in a garage, waiting for that push on the ignition, the rumble of the engine-

Believing for the future, for all of our precious encounters and glorious days to come



SUZUKI GENUINE PARTS

Every Suzuki motorcycle is built with genuine parts. They have the optimal design and specifications tailored for the specific motorcycle type and model. Every part has passed Suzuki's rigorous test standards for performance, quality, durability, safety and comfort. We recommend that you choose Suzuki genuine parts when you need to repair your motorcycle. Each genuine part is the perfect match for your Suzuki motorcycle. By choosing Suzuki genuine parts and service, you can maintain your Suzuki in top condition.



ECSTAR

SUZUKI GENUINE OIL



www.suzuki.hu/motor

Facebook YouTube Instagram
/SuzukiMotorcyclesMagyarország



Specifications, appearance, colors, (including body color), equipment, materials and other aspects of the "SUZUKI" products shown in the brochure are subject to change by Suzuki at any time without notice, and they may vary depending on local conditions or requirements. Some models are not available in some territories. Each model may be discontinued without notice. Please inquire at your local dealer for details of any such changes. Image contains computer-generated composites.

- Always wear a helmet, eye protection and protective clothing.
- Enjoy riding safely.
- Read your Owner's Manual carefully.
- Never ride under the influence of alcohol or other drugs.



Suzuki's "Way of Life!" is the heart of our brand - every Suzuki vehicle, motorcycle and outboard motor is built to create excitement so customers can enjoy everyday life.



Way of Life!