SUZUKI

Way of Life!

SUZUKI MOTORCYCLE 2020

* Image shown with optional accessories.

What is "Our Passion"?

By describing Suzuki's mission statement more specifically, "Our Passion" expresses the purpose and the reason of the business. It communicates internally how we would like to serve the needs of society and bring the happiness of our customers.

Our Motorcycles, Our Passion.

Motorcycles are the easiest, fastest, go-anywhere transportation and they help people widen the world. Furthermore, motorcycles, through its one-of-a-kind sensory ride experience, bring various unique feelings of enjoyment.

To help create a better society by providing motorcycles, which are easy to use and give freedom of everyday transportation with peace of mind to the many people around the world who see fun and dreams in motorcycles.

To offer a fulfilling life with owning a Suzuki motorcycle as a lifestyle partner, for both daily life and leisure, by delivering Suzuki-style excitement such as riding pleasure and the refreshing sensation of wind and sunlight.

To share a passion for discovery and, as a team of motorcycle enthusiasts ourselves, to be thrilled to undertake new challenges for the happiness of our customers.


SUZUKI
SHOEI
Arai

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.

RUN

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.

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.

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.

TURN

OUR MANUFACTURING SPIRIT POWERS YOUR SUZUKI.

Providing ‘value-packed products’

In our 100 years of manufacturing history, 68 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’.

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.

KATANA	 KATANA P14			
SUPERSPORT	 GSX-R1000R P16	 GSX-R1000 P17	 GSX-R125 P18	
STREET	 GSX-S1000 P20	 GSX-S1000F P21	 GSX-S750 P22	 GSX-S125 P22
SPORT ADVENTURE TOURER	 V-STROM 1050XT P26	 V-STROM 1050 P26	 V-STROM 650XT P27	 V-STROM 650 P27
SCOOTER	 BURGMAN 400 P30	 BURGMAN 200 P31	 BURGMAN 125 P31	
MOTOCROSS / OFF ROAD	 RM-Z450 P34	 RM-Z250 P34	 DR-Z125/L P36	

SV

STREET

SV650 P23

SV650X P23

GSX250R

STREET

GSX250R P24

V-STROM 250 P28

Address

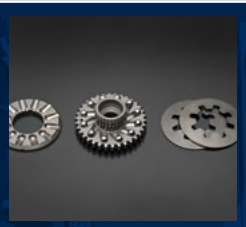
SCOOTER

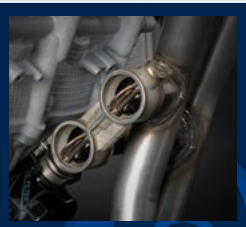
ADDRESS 110 P32

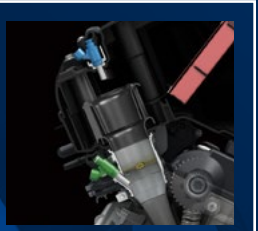
SUZUKI TECHNOLOGY IS RIGHT BEHIND YOU

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.







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.

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 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.

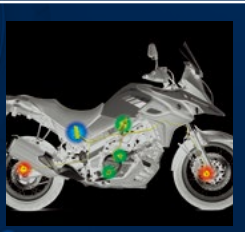
Suzuki Exhaust Tuning

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.

S.I.R.S Suzuki Intelligent Ride System

Suzuki Intelligent Ride System

The Suzuki Intelligent Ride System (S.I.R.S) includes the Motion Track Brake System, Hill Hold Control System, Slope Dependent Control System and Load Dependent Control System that assist in braking, and the Cruise Control System, Suzuki Drive Mode Selector (SDMS), and Traction Control System that assist in driving. The system provides users with intelligent controls to enhance ease of use and convenience in touring and daily life.



HHCS Hill Hold Control System

When the vehicle stops on an upward slope and applies the brakes, this system automatically operates the rear brake for around 30 seconds to prevent the vehicle from backing down the hill even if the rider releases the brake lever/pedal. This allows the rider to focus on a smooth start on a hill.

SDCS Slope Dependent Control System

The Slope Dependent Control System constantly monitors the posture of the vehicle even when the vehicle is traveling downhill. When the rider operates the brake lever or pedal on a downhill, the electronic control unit controls brake pressure to prevent rear wheel lift.

LDCS Load Dependent Control System

This system supports optimal braking in response to load conditions. The system constantly learns changes in the braking deceleration through the input of hydraulic pressure as the load increases or decreases when riding with a load or in tandem.

SDMS Suzuki Drive Mode Selector

Suzuki Drive Mode Selector (SDMS) 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 LCD.
The feature helps rider to enjoy the performance in a wider range of riding situations.

ABS 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 Brake System

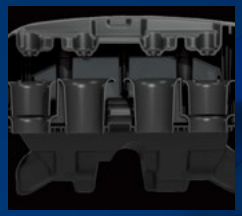
"Motion Track Brake System" by installing a Inertial Measurement Unit (IMU), and by combining the information of the posture of the vehicle with the front and rear wheel speeds, have made it possible for the ABS to activate not only in a straight line but also when the vehicle is leaning to either side.

ABS Mode

This system allows the rider to select 2 levels of ABS intervention. Mode 1 gives minimal intervention. Mode 2 gives more intervention than Mode 1.

TCS 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 results rider can enjoy long distance riding more comfortable, with less stress and fatigue.



S-DSI

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.

SDTV

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.

SCEM

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.

SRAD

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-R1000.

SCAS

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.

SAIS

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.

KEY-LESS

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.

EURO4

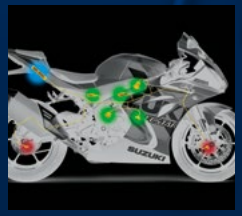
EURO 4 conformed

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

EURO5

EURO 5 conformed

Only models with European specifications comply with the EURO 5 emission regulations.



Motion Track TCS

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.

Launch Control System

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.

S-HAC

Suzuki Holeshot Assist Control

Suzuki Holeshot 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.

Bi-directional Quick Shift System

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.

Ride by Wire

Ride By Wire

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

Cruise Control System

Cruise Control System

The cruise control system maintains the set speed without the rider having to operate the throttle-a feature for long-distance touring that helps reduce rider fatigue.

EASY START

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.

LOW RPM ASSIST

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.

* Adopted technology varies by model. For the details, please refer to each page of this catalogue.

Digital Contents

VR

Suzuki
VR Experience

YouTube

Video Library


GO THE SUZUKI WAY

KATANA

KATANA

NEW

Metallic Mystic Silver (YMD)

SET SDTV SCEM LOW RPM ASSIST TCS EASY START SAIS EURO4 ABS

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 110kW (150PS) engine, every detail of the Suzuki KATANA speaks of distinctive beauty.

Glass Sparkle Black (YVB)

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.

SUPERSPORT

GSX-R1000R GSX-R1000 GSX-R125

GSX-R1000R

(GSX-R1000RA/RZA)

Metallic Triton Blue (YSF)
Photo : GSX-R1000RA

Own The Racetrack

It is a machine designed to realize 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.

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

Pearl Glacier White (YWW)
Photo : GSX-R1000RZA

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.

Broad Power System · SR-VVT · SET-A · SET · S-TFI · Ride by Wire · S-DSI · SCEM · SDMS · Bi-directional Quick Shift System · SCAS · Motion Track Brake System · Motion Track TCS · TCS · Launch Control System · EASY START · SRAD · SAIS · EURO4 · ABS

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 in 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.*The model shown at this picture is L7 model.

GSX-R1000

(GSX-R1000A)

Metallic Triton Blue (YSF)
Photo : GSX-R1000A

Own The Racetrack

It is a machine designed to realize 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)
Photo : GSX-R1000A

Glass Sparkle Black /
Metallic Mat Black No.2 (KGL)
Photo : GSX-R1000A

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		202 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.

Broad Power System · SR-VVT · SET-A · SET · S-TFI · Ride by Wire · S-DSI · SCEM · SDMS · Bi-directional Quick Shift System · SCAS · Motion Track Brake System · Motion Track TCS · TCS · EASY START · SRAD · SAIS · EURO4 · ABS

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.*The model shown at this picture is L7 model.

GSX-R125

(GSX-R125XA)

Metallic Triton Blue (YSF)

SCEM EASY START SAIS EURO4 KEY-LESS ABS

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.

Pearl Brilliant White (YUH)

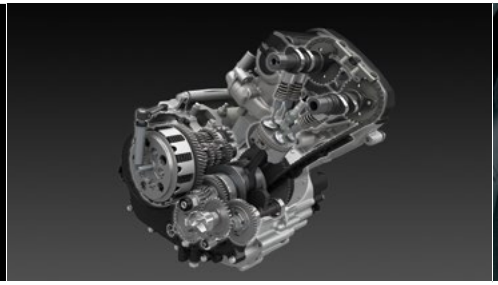
Titan Black (YVU)

Engine Type		4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine Displacement		124 cm³
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 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.

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.

STREET

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

GSX-S1000 (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 Oort Gray No.3 / Metallic Mat Black No.2 (BN8)
Photo : GSX-S1000ZA

Metallic Triton Blue (YSF)
Photo : GSX-S1000ZA

Pearl Glacier White (YWW)
Photo : GSX-S1000ZA

Metallic Mat Black No.2 (YKV)
Photo : GSX-S1000A

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		2 115 mm
Overall Width		795 mm
Overall Height		1 080 mm
Wheelbase		1 460 mm
Ground Clearance		140 mm
Seat Height		810 mm
Curb Mass		210 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		17 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.

SET SDTV SCEM LOW RPM ASSIST TCS EASY START SAIS EURO4 ABS

Engine cutaway

Headlights

Renthal Fatbar

Full-LCD Instrument cluster

GSX-S1000F (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 / Glass Sparkle Black (KEL)
Photo : GSX-S1000FA

Pearl Glacier White (YWW)
Photo : GSX-S1000FZA

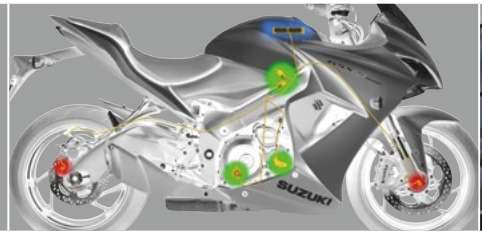
Glass Sparkle Black (YVB)
Photo : GSX-S1000FA

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		2 115 mm
Overall Width		795 mm
Overall Height		1180 mm
Wheelbase		1 460 mm
Ground Clearance		140 mm
Seat Height		810 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		17 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.

SET SDTV SCEM LOW RPM ASSIST TCS EASY START SAIS e4 EURO4 ABS

999cm^3 liquid-cooled engine



Suzuki Traction Control System (STCS)

Headlights

Front brake caliper (Brembo)

GSX-S750 (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.

Pearl Glacier White / Glass Sparkle Black (AGT)
Photo : GSX-S750ZA

Metallic Mat Black No.2 (YKV)
Photo : GSX-S750A

Metallic Triton Blue (YSF)
Photo : GSX-S750ZA

Pearl Glacier White (YWW)
Photo : GSX-S750ZA

Greater power with fewer emissions – the best of both worlds

Full LCD instrumentation

Headlight

Variant cross-section swing arm

SDTV SCEM LOW RPM ASSIST TCS EASY START SAIS EURO4 ABS

Engine Type		4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement		749 cm^3
Bore x Stroke		72 mm x 46 mm
Transmission		6-speed constant mesh
Engine Power		113 PS (84 kW) / 10 500 rpm
Enine Torque		81 Nm / 9 000 rpm
Overall Length		2 125 mm
Overall Width		785 mm
Overall Height		1 055 mm
Wheelbase		1 455 mm
Ground Clearance		135 mm
Seat Height		820 mm
Curb Mass		213 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	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity		16 L
Consumption*		4.9 L / 100 km
CO_2 emission*		114 g / km

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

GSX-S125 (GSX-S125A/XA)

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 125cm^3-class motorcycle, based on the revolutionary GSX-R125.

Metallic Mat Fibroin Gray / Solid Black 50% Gloss (BW4)
Photo : GSX-S125A

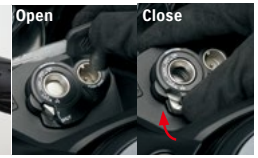
Pearl Brilliant White (YUH)
Photo : GSX-S125XA

Metallic Triton Blue (YSF)
Photo : GSX-S125XA

Science of Engine Design

Multi-Function, Full LCD Instrument Cluster

Suzuki Easy Start System



Shutter-key Lock system

SCEM EASY START EURO4 ABS

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		745 mm
Overall Height		1 035 mm
Wheelbase		1 300 mm
Ground Clearance		165 mm
Seat Height		785 mm
Curb Mass		133 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.

SV650

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 Mystic Silver (YMD)

Metallic Mat Black No.2 (YKV)

Glass Sparkle Black (YVB)

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

SDTV SCEM LOW RPM ASSIST EASY START e4 EURO4 ABS

Engine Type		4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine Displacement		645 cm³
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.

SV650X

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 (YVB)

Stylish Slotted Headlight Cowling

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

Clip-on Handlebars

Tuck-and-Roll Seat

SDTV SCEM LOW RPM ASSIST EASY START e4 EURO4 ABS

Engine Type		4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine Displacement		645 cm³
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.

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)

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.

e4 EURO4

ABS

248cm^3 parallel-twin engine

Full LCD instrumentation

Distinctive positionlights

Taillight design

SPORT ADVENTURE TOURER

V-STROM 1050XT V-STROM 1050 V-STROM 650XT V-STROM 650 V-STROM 250

* Image shown with optional accessories.

V-STROM 1050 XT V-STROM 1050

(DL1050RC/RQ)

NEW

HERITAGE SPECIAL

Pearl Brilliant White / Glass Blaze Orange (B1F)
Photo : DL1050RC

The Master of Adventure

Lets you freely escape into the wilderness and explore to your heart's content. A sleek look with the latest features allows for a smooth and comfortable ride. Limitless potential to continue your adventure. Ride on my friend. The new generation V-STROM 1050/XT is always by your side.

Champion Yellow No.2 (YU1)
Photo : DL1050RC

Glass Sparkle Black (YVB)
Photo : DL1050RC

Glass Sparkle Black (YVB)
Photo : DL1050RQ

Glass Sparkle Black / Pearl Brilliant White (B1G)
Photo : DL1050RQ

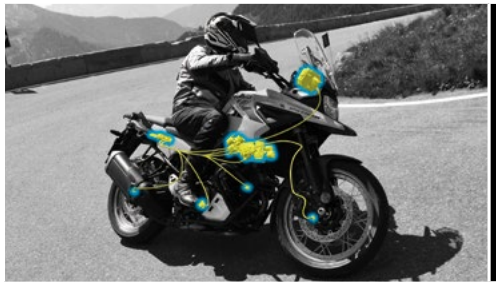
Glass Sparkle Black / Solid Iron Gray (BTH)
Photo : DL1050RQ

Engine Type		4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin
Engine Displacement		1 037 cm^3
Bore x Stroke		100 mm x 66 mm
Transmission		6-speed constant mesh
Engine Power		106 PS (79 kW) / 8 500 rpm
Engine Torque		100 Nm / 6 000 rpm
Overall Length		2 265 mm
Overall Width		940 mm (V-STROM 1050XT) 870 mm (V-STROM 1050)
Overall Height		1 465 mm (V-STROM 1050XT) 1 515 mm (V-STROM 1050)
Wheelbase		1 555 mm
Ground Clearance		160 mm (V-STROM 1050XT) 165 mm (V-STROM 1050)
Seat Height		850 mm (V-STROM 1050XT) 855 mm (V-STROM 1050)
Curb Mass		247 kg (V-STROM 1050XT) 236 kg (V-STROM 1050)
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.

HHCS* SDCS* LDCS* Cruise Control System* Motion Track Brake System* TCS SDMS Ride by Wire SCEM LOW RPM ASSIST SCAS ABS Mode* EASY START SAIS EURO5 ABS

* Only for DL1050RC



Suzuki Intelligent Ride System (S.I.R.S)

The Suzuki Intelligent Ride System (S.I.R.S) includes the Motion Track Brake System, Hill Hold Control System, Slope Dependent Control System and Load Dependent Control System that assist in braking, and the Cruise Control System, Suzuki Drive Mode Selector (SDMS), and Traction Control System that assist in driving. The system provides users with intelligent controls to enhance ease of use and convenience in touring and daily life.

The Refined V-Twin Engine

The liquid-cooled, DOHC, 1037c m^3 90° V-twin engine has further evolved. It meets new Euro 5 emissions control standards while achieving high power and maintaining low fuel consumption. The engine delivers deep rumble in the low rpm range, strong and linear torque in the mid-range and a maximum horsepower in the high rpm range with a smooth run up. This refined engine will support the rider to enjoy various situations such as city and rural roads, winding passes, flat dirt roads and highways.

* V-STROM 1050XT shown

Multi-function Instrument Cluster

The instrument panel presents all required information on a full LCD screen using a clean and intuitive layout with information displayed in order of priority. Included in the display are the speedometer, tachometer (full pixel digital display), gear position indicator, odometer, trip meter (A, B), instantaneous fuel consumption, average fuel consumption, driving range, fuel level indicator, engine coolant temperature indicator, ambient air temperature indicator, clock, voltage meter, service reminder, SDMS mode, traction control mode, cruise control indicator, ABS mode, hill hold indicator, engine rpm indicator light, freeze indicator light, turn signal indicator light, high beam indicator light, traction control indicator light, ABS indicator light, and neutral indicator light.

Cruise Control System

The newly equipped cruise control system maintains the set speed without the rider having to operate the throttle-a feature for long-distance touring that helps reduce rider fatigue. The new model features a range of technology such as ride-by-wire throttle system and the newly programmed ECM, which result in an easy-to-use cruise control. Crusing speed can be set from approximately 50km/h to 160km/h at fourth gear or above. A switch on the right handlebars can be pressed to put cruise control into standby, and a selector switch (up/down) on the left handlebars allows the rider to adjust the speed.

V-Strom 650XT V-Strom 650

(DL650XA/DL650A)

Champion Yellow No.2 (YU1)
Photo : DL650XA

SDTV SCEM LOW RPM ASSIST TCS EASY START SAIS e4 EURO4 ABS

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.

Pearl Glass Sparkle Black (YVB)
Photo : DL650XA

Pearl Vigor Blue (YKY)
Photo : DL650XA

Solid Iron Gray (YUD)
Photo : DL650A

Pearl Glacier White (YWW)
Photo : DL650A

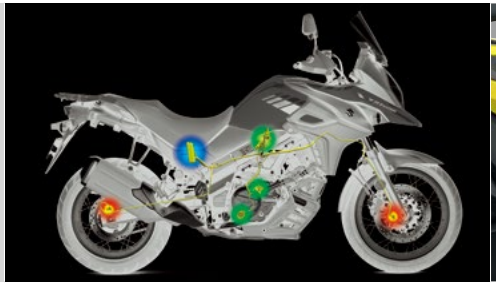
Glass Sparkle Black (YVB)
Photo : DL650A

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 645 cm^3 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 features the 3 mode (2 modes and off) traction control system. Simple to use and effective in difficult road conditions, this advanced system is designed to prevent wheel spin due to excessive throttle control and support riders in various conditions they are likely to face in long distance tours.

Headlights

The high and low beam of the light weight headlight is in a compact vertical configuration and realize brightness equivalent to the previous twin headlights, 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 250

(DL250A)

Pearl Nebular Black /
Metallic Hightech Silver (BY6)

EURO4 ABS

Massive And Smart

The new V-STROM 250 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 /
Solid Dazzling Cool Yellow (BJE)

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.

248 cm^3 parallel-twin engine

The 248 cm^3 parallel-twin engine that powers the V-STROM 250 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 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, ABS, RPM indicator, coolant temperature and oil pressure. The indicators are designed to be easy to recognize.

BURGMAN 400 BURGMAN 200 BURGMAN 125 ADDRESS 110

BURGMAN 400

(AN400A)

Metallic Mat Stellar Blue (YUA)

SCEM SAIS EURO4 ABS

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)

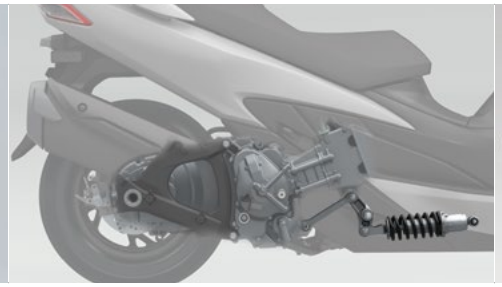
Metallic Mat Black No.2 (YKV)

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
CO2 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 it 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*1 compartment can hold two helmets*2 and provides ample room for stowing your gear.

*1 The weight limit for items in the underseat compartment is 10kg.
*2 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 200 / 125 (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.

New Titan Black (YNR)

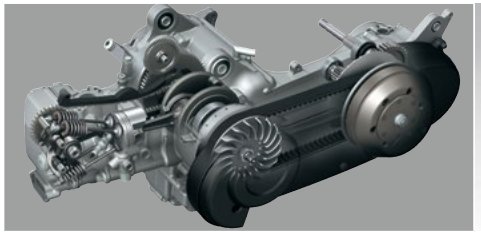
Pearl Brilliant White (YUH)

Metallic Mat Platinum Silver (ZRP)

SCEM e4 EURO4 ABS

Engine Type		4-stroke, 1-cylinder, liquid-cooled, SOHC
Engine Displacement		200 cm^3 (Burgman 200) 125 cm^3 (Burgman 125)
Bore x Stroke		69 mm x 53.4 mm (Burgman 200) 57 mm x 48.8 mm (Burgman 125)
Transmission		CVT
Engine Power		18 PS (13 kW) / 8 000 rpm (Burgman 200) 11 PS (8 kW) / 8 000 rpm (Burgman 125)
Engine Torque		17 Nm / 6 000 rpm (Burgman 200) 10 Nm / 6 300 rpm (Burgman 125)
Overall Length		2 055 mm
Overall Width		740 mm
Overall Height		1 355 mm
Wheelbase		1 465 mm
Ground Clearance		130 mm
Seat Height		735 mm
Curb Mass		164 kg (Burgman 200) 162 kg (Burgman 125)
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Swingarm type, coil spring, oil damped
Brakes	Front	Disc
	Rear	Disc
Tires	Front	110/90-13M/C 55P, tubeless
	Rear	130/70-12 62P, tubeless
Fuel Tank Capacity		10.5 L
Consumption*		3.2 L / 100 km (Burgman 200) 3 L / 100 km (Burgman 125)
CO_2 emission*		76 g / km (Burgman 200) 68 g / km (Burgman 125)

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



Powerful and economical engine

Front compartments with DC outlet

Underseat storage

Multi-function instrument

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.

Metallic Mat Stellar Blue (YUA)

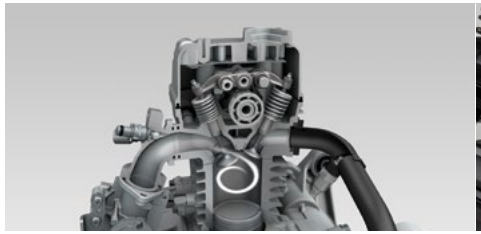
Pearl Brilliant White (YUH)

Metallic Triton Blue (YSF)

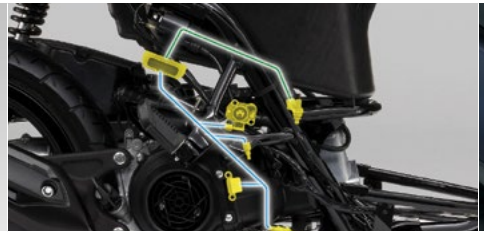
Engine Type		4-stroke, 1-cylinder, air-cooled, SOHC
Engine Displacement		113 cm^3
Bore x Stroke		51 mm × 55.2 mm
Transmission		CVT
Engine Powe		9 PS (6.5 kW) / 7 750 rpm
Engine Torque		8.6 Nm / 6 250 rpm
Overall Length		1 845 mm
Overall Width		665 mm
Overall Height		1 095 mm
Wheelbase		1 260 mm
Ground Clearance		120 mm
Seat Height		755 mm
Curb Mass		100 kg
Suspension	Front	Telescopic, coil spring, oil damped
	Rear	Swingarm type, coil spring,oil damped
Brakes	Front	Disc
	Rear	Drum
Tires	Front	80/90-14M/C 40P, tubeless
	Rear	90/90-14M/C 46P, tubeless
Fuel Tank Capacity		5.2 L
Consumption*		2.1 L / 100 km
CO2 emission*		49 g / km

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

e4
EURO4



Powerful and economical engine



Fuel injection system with six sensors

Underseat storage

Front inner pocket

RM-Z450 RM-Z250

*Professional rider in closed course.

VR

RM-Z450

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 15th 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 26world 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)

SCEM S-HAC

Showa coil-spring fork

Balance Free Rear Cushion

Suzuki Holeshot Assist Control

Wheel rims

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

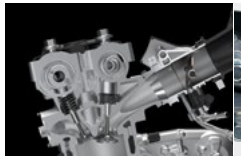
RM-Z250

Designed to Win

The 250 class in motocross doesn't forgive the slightest weakness. That's why we've designed the 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 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 RM-Z250 is here!

Champion Yellow No.2 (YU1)

SCEM S-HAC



Twin Injector

Suzuki Holeshot Assist Control

Frame

Front brake disc

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

Safety Information

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

DR-Z 125L

*Professional rider in closed course.

DR-Z125L

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.

Champion Yellow No.2 (YU1)
Photo : DR-Z125L

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

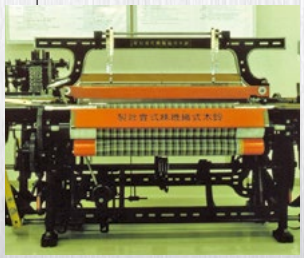
Front disc brake

SUZUKI HISTORY

History progressed with customers worldwide.

1900 1950

1952
Suzuki builds its first motorised bicycle, the 'Power Free'. Designed to be inexpensive and easy to maintain, it uses a 36cm³, 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.



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.

1960

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.

1958
The now famous Suzuki 'S' makes its first appearance.

1970

1971
Joel Robert retains the world 250cc motocross crown. Roger De Coster becomes the World Motocross Champion 500cc class on his Suzuki RN71.

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 250cm³, two-stroke twin with six-speed gear box and a claimed top speed of 160km/h, the T20 is a huge sales success.

1980

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.

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.

1990

1993
Kevin Schwantz wins the 500cc world championship on the RGV-γ 500 and ensures his name will always be remembered amongst the all-time greats.

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.

1999
Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa. The ultimate 1298cm³ 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.

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.

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.

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

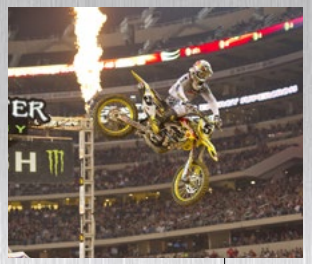
Suzuki sets new standard of sportbike once again with the introduction of the 2005 GSX-R1000. It went straight back to the top of the superbike tree. The GSX-R1000 wins number of Superbike titles including World Superbike Championship in 2005. The reasons for the Suzuki GSX-R1000's dominance are simple.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

2008

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

2010

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



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.

2013

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

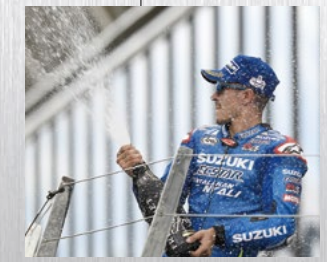
2012

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.

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.

2016



In MotoGP, Suzuki won the British GP only two years after returning to the series in 2014.

2019

Suzuki won 2 races in both the Americas and the British GP, giving a big confidence boost to Team Suzuki Ecstar and the GSX-RR.

2019

The all new V-STROM 1050XT and V-STROM 1050 are launched at the EICMA 2019 (Milan show).

2000 2010 2020


GO!
SUZUKI!!!
SUZUKI
42
ECSTAR
MICHELIN

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
R9000
FULL SYNTHETIC
10W-40
4T ENGINE OIL
MA
1L
R7000
SYNTHETIC
10W-40
4T ENGINE OIL
MA
1L
NOLAN
42
36

100th ANNIVERSARY

www.globalsuzuki.com

- Always wear a helmet, eye protection and protective clothing.
- Read your Owner's Manual carefully.
- Enjoy riding safety.
- 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.

SUZUKI

Way of Life!