
SUZUKI
Way of Life!
Sport
2017

World class engineering, uncompromising quality control

Advanced technologies, skilled craftsmanship
The secret of Suzuki quality is a combination of advanced technologies and skilled craftsmanship. Suzuki motorcycles come to life through countless hours of testing, uncompromising quality control by the engineers who have unmatched enthusiasm and craftsmanship.

Our manufacturing spirit powers your Suzuki.


Assembly

Welding of frame

Providing 'value-packed products'
In our 108 years of manufacturing history and 65 years of building motorcycles, we have always strived to provide 'value-packed products' as one of our manufacturing philosophies. We believe that our passion and enthusiasm turns into your fun and excitement, our pride of craftsmanship becomes your pride of ownership. The trademark "S" is recognised by people throughout the world as a 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 technology is constantly evolving.

Launch Control System

The GSX-R1000R model's launch control automatically limits engine rpm and optimises torque delivery. It also helps reduce the need to close the throttle twist grip prematurely by working with Motion Track TCS. The launch control system automatically disengages when the rider upshifts into third gear or closes the throttle twist grip.

Ride by Wire

The new throttle bodies are 19mm shorter, simpler, lighter and more compact. Each one has a single butterfly valve controlled by an advanced electronic engine management system, and each cylinder is fed by two ultra-fine-atomisation 10-hole injectors.

Bi-Directional Quick Shift System

The GSX-R1000R quick shift system allows the rider to upshift smoothly and quickly at full throttle, without closing the throttle. The system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio.

Suzuki Exhaust Tuning-Alpha (SET-A)

The GSX-R1000's exhaust system incorporates the addition of new Suzuki Exhaust Tuning-Alpha (SET-A) butterfly valves. It enhances mid-range and low-rpm power, at high rpm it adds significant top-end power.

Suzuki Racing Variable Valve Timing (SR-VVT)

The Suzuki Racing VVT (SR-VVT) is unlike complicated systems used by other manufacturers, the SR-VVT system is simpler, more compact, and lighter it aids significantly to high-rpm power.

Suzuki Top Feed Injector (S-TFI)

A second showerhead injector - also known as a Top Feed Injector (TFI) delivers additional fuel in an improved spray pattern designed to enhance combustion efficiency, throttle response and top-end power.

Suzuki Dual-Stage Intake (S-DSI) System

The new S-DSI system delivers advantages of variable-length intake funnels (or velocity stacks) without extra weight, complexity, or cost. At low and mid rpm it increases low-end and mid-range power. At higher rpm it increases top-end power.

Motion Track Brake System

The new Motion Track Brake System[2] works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement; pitch, roll and yaw to realise optimal vehicle stability. On GSX-R1000 this system reduces rear wheel lift under hard braking, while on GSX-R1000R the system also optimises brake pressure when the motorcycle is leaning. On V-Strom 1000/XT optimal stability comes not only in straight line braking but also when braking while cornering.

Motion Track TCS Traction Control System

Suzuki's advanced Motion Track TCS[1] allows the rider to select 10 different levels of traction control intervention. The Motion Track TCS continuously monitors six different sensors, 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.

TCS – Traction Control System

Suzuki's traction control system[1] continuously monitors wheel speeds, throttle, crank and gear position sensors, and quickly reduces engine output when wheel spin is detected. Engine output is controlled by managing ignition timing and air delivery for smoother traction control operation.

SCAS – Suzuki Clutch Assist System

A back-torque-limiting clutch helps make downshifts smoother and assists the rider in taking control in deceleration.

SAIS – Suzuki Advanced Immobiliser System

An electronic identification system in the owner's key to prevent unauthorised people from starting the engine.

SET – Suzuki Exhaust Tuning

Uses a servo-controlled butterfly valve to modify back pressure and tune the pipe to match engine rpm, improving low down torque and increasing mid-range and high-rpm power.

ABS – Anti-lock Brake System

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 50 times per wheel rotation, and matches stopping power to available traction. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS[2].

Suzuki Easy Start

On a normal motorcycle when starting the engine, the rider needs to press and hold the starter switch until the engine fires. With the Suzuki Easy Start, all you need to do is one quick push of the starter switch.

Low RPM Assist

Low RPM Assist uses the ISC (Idle Stability Control) 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.

SRAD – Suzuki Ram Air Direct

Positioned close to the centreline of the fairing the air intakes offer better intake efficiency and increased power at high speed.

S-DMS – Suzuki Drive Mode Selector

Allows the rider to select a number of fuel injection and ignition system maps adjusting power delivery to suit personal preference in various riding situations, such as different racetracks or tight, twisty roads. The feature helps riders to enjoy the performance in a wider range of riding situations.

Championship Winning DNA

World Superbike Championship

1 — 2005

24 Hours Le Mans

1 — 2001
1 — 2002
1 — 2003
1 — 2004
1 — 2007
1 — 2008
1 — 2014
1 — 2015

AMA Superbike Championship

1 — 2001
1 — 2003
1 — 2004
1 — 2005
1 — 2006
1 — 2007
1 — 2008
1 — 2009

Bol d'Or 24 Hours Endurance

1 — 2001
1 — 2002
1 — 2003
1 — 2004
1 — 2005
1 — 2006
1 — 2008
1 — 2009
1 — 2010
1 — 2011
1 — 2016

World Endurance Championship

1 — 2002
1 — 2003
1 — 2005
1 — 2006
1 — 2007
1 — 2008
1 — 2010
1 — 2011
1 — 2012
1 — 2013
1 — 2015
1 — 2016

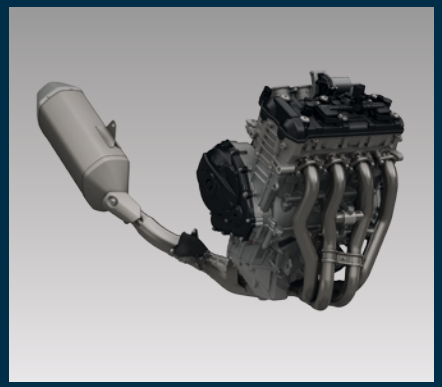

SUZUKI
TAICHI
brembo

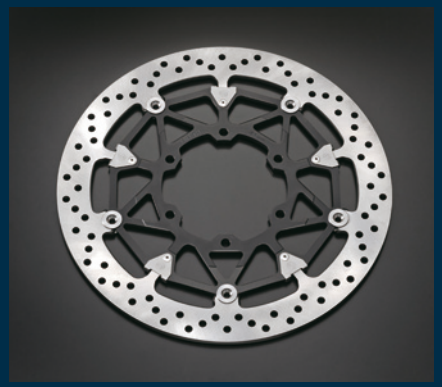
GSX-R1000R

Own the Racetrack

The Suzuki GSX-R series 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 the best performing in its class, in an unbeatable package.

Introducing the all new GSX-R1000R, the most powerful, hardest accelerating GSX-R ever built. It's also the most compact, most aerodynamic and the best handling GSX-R1000, with smoother throttle response and better combustion efficiency. With a supremely effective electronic engine management system, derived from MotoGP technology, it maximises drivability from the 202PS engine without being complicated to use. It's time to Own the Racetrack.





Perfect Balance

The GSX-R1000R is equipped with the latest Showa BFF (Balance Free Front) forks and BFRC lite (Balance Free Rear Cushion) lite shock, developed for racing. Both improve cornering traction by delivering smoother, more controlled travel and better reaction to surface imperfections. The BFF system equalises oil pressure above and below the solid internal piston as it moves, pushing oil out of the fork leg or shock and through damping circuits that run to the other side of the piston, where it is drawn back into the fork leg or shock. The external compression and rebound damping circuits are more precise than valve stacks fitted above and below the piston in other types of forks and shock, and damping control is isolated from the influence of unequal pressure. It's a difference that can be felt on the racetrack, with riders reporting better feel and drive grip that allowed them to initiate their drive sooner and accelerate out of corners harder.

Evolved in MotoGP

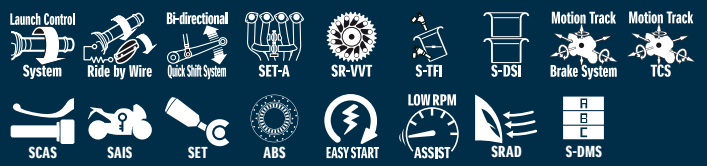
The new engine revs higher and makes more peak horsepower, while maintaining excellent low-to-mid-range power and drive. It is a compact and lightweight inline four, DOHC with chain cam drive and four titanium valves per cylinder set at narrow angles, with a more over-square bore/stroke ratio, a higher redline and a higher compression ratio. The new engine has a bore and stroke of 76mm x 55.1mm with 999.8cc displacement. The result is strong, linear power and enhanced acceleration throughout the rpm range.

Motion Track Brake System

The GSX-R1000R is equipped with a new Motion Track Brake System², which works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement in 6-directions along 3-axes, Pitch, Roll and Yaw. Using IMU input, the Motion Track Brake System reduces rear wheel lift during very hard braking² on the racetrack, and is especially effective on downhill sections of track. On the GSX-R1000R the system also optimises brake pressure when the motorcycle is leaning.

Own Every Apex

The new chassis is more compact and narrower. The new bolt-on rear subframe is now made of square aluminium tubing, reducing weight by 38%. A new aluminium swingarm is braced on both sides instead of on one, to improve weight and rigidity balance. It's also 25mm longer from the pivot shaft to the rear-most axle position, improving cornering feel on the racetrack. It's now easier for the rider to tuck in because the top of the fuel tank is 21mm lower, and there's more room for a helmet chin bar when the rider is fully tucked in. The fuel tank is narrower and sleeker, making it easier for the rider to move from side to side and quickly change direction on a racetrack. The tank is also easier for the rider to grip with their knees while entering hard-braking corners on the racetrack, and the shape of the tank flows seamlessly into the seat and tail section.



The 'R' Edge

The GSX-R1000R is equipped with: Balance Free Suspension, developed for racing and now adapted to mass production. A launch control system to automatically limit engine rpm and optimise torque delivery. A Bi-Directional Quick Shift System to allow upshift and downshift without using the clutch or the throttle. Lightweight upper yolks and a lightweight lithium battery to aid and enhance rider experience.

Motion Track TCS
Traction Control System

Suzuki's advanced Motion Track TCS[1] 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. The TCS intervention can be changed while riding, as long as the throttle is closed. 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. Motion Track TCS reads sensor input every 4 milliseconds, for precise response. The ECM can calculate the motorcycle's motion in 6 directions, for more precise traction control.

GSX-R1000R

Colours

Metallic Triton Blue (YSF)

Glass Sparkle Black (YVB)


Arai
MOTUL
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GSX-R1000

Performance, Innovation, Domination

Now, in its 6th-generation the GSX-R1000 is redefining what it means to be the top performer. It embodies the life work and professional ambition of Suzuki engineers who are passionate about the GSX-R1000 and its place in motorcycle history. People who love riding and racing, enthusiasts determined to restore the GSX-R1000 to its proper title of The King of Sportbikes.

Above all, it is a GSX-R. By definition, it is built to run right and be reliable, and designed to help make everybody a better rider. It's engineered using experience gained during 30 years of domination in production based Superbike, Superstock and Endurance races worldwide, combined with new proprietary technology developed in MotoGP.

Suspension

The GSX-R1000's Showa BPF (Big Piston Front) forks out-perform the suspension fitted to the standard models sold by competitors. The design eliminates the internal cartridge assembly used in conventional forks and instead uses a larger piston riding against the inside wall of the inner fork tube itself. The design responds well to small bumps with more effective compression damping, especially during hard braking on the racetrack. BPF forks feature adjustable rebound damping, compression damping and spring preload. The Showa rear shock works with a progressive linkage and rebound damping and both high-speed and low-speed compression damping are adjustable, as are spring preload and rear ride height.

All New Engine

The new engine revs higher and makes more peak horsepower, while maintaining excellent low-to-mid-range power and drive. It is 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. The new engine has a bore and stroke of 76mm x 55.1mm with 999.8cc displacement. 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.

All New Looks

The GSX-R1000 has sleeker and more aerodynamic bodywork designed to improve handling. The shape of the front fender increases down force, smooths the flow of cooling air into the radiator and increases the air reaching the front brake calipers. The bodywork has a more connected flow line from the fairing nose to the tail section. It has a smaller frontal projected area and smooth wind-tunnel-developed lines, reducing the co-efficient of drag and all reducing lift at racetrack speeds. It's lighter, producing less moment inertia and less leverage on the centre of gravity. It directs the air flow to improve engine and brake cooling while also increasing down force, rider wind protection, and engine efficiency.

Chassis

The new GSX-R1000's chassis is more compact and narrower. It's constructed of four sections, welded together. Two main spar sections are built up using inner castings and outer stampings to optimise torsional rigidity. The new bolt-on rear subframe is now made of square aluminium tubing, reducing weight by 38%. A new aluminium swingarm is braced on both sides instead of on one, to improve weight and rigidity balance. It's also 25mm longer from the pivot shaft to the rear-most axle position, improving cornering feel on the racetrack. The fuel tank is narrower and sleeker, making it easier for the rider to move from side to side and quickly change direction on a racetrack.

Advanced Instrumentation

Featuring full LCD instrumentation, the dash is brighter and easier to read, and incorporates S-DMS mode and Motion Track TCS level indicators as well as a fuel gauge and readouts showing instantaneous or average fuel consumption, ambient temperature, freeze indicator and service reminders. Other features include a relocated, more visible shift light as well as speedometer, tachometer, odometer, trip meter, clock, lap time, and water temperature displays. Other indicators include neutral, high beam, turn signal, and ABS operation. The gear position indicator is linked to a new, more accurate magnetic sensor.

IMU to Track Motorcycle Motion

The new GSX-R1000's advanced electronic management system incorporates feedback from a Continental Inertial Measurement Unit (IMU) which tracks the motion and position of the motorcycle in 6-directions, along 3-axis, Pitch, Roll and Yaw. Monitoring these motorcycle motions in real time allows traction, braking and cornering control to be more precise and effective[2]. The GSX-R1000's IMU-based systems are a product of advanced engineering, developed in MotoGP competition.

GSX-R1000

Colours

Metallic Triton Blue (YSF)

Metallic Matt Black No.2 (YKV)

Pearl Mira Red (YVZ)

GSX-R750

Race Ready Inline-Four

The original GSX-R750 created the high-performance sports bike class and shocked the motorcycle world when it was introduced in 1985. It was a product of integrated design; chassis, engine and electrical, making history by working together to build a more compact and lighter machine. With an unmatched combination of excellent throttle response, linear power delivery, strong braking, confident handling and class-leading power-to-weight ratio, it was the closest a mass production road bike had ever come to being a race bike with lights.

Experience the breathtaking combination of outstanding engine performance, nimble handling, compact size and light weight. Experience the GSX-R750, the latest version of the original GSX-R, the choice of the “thinking” rider who gets the balance of a high output engine but harnessed in a more dynamic chassis, the best of both worlds.

Unique 750cc Engine

The 750cc engine is liquid-cooled with Suzuki Ram-Air Direct (SRAD) induction and a digital engine management system. Double Overhead Camshafts (DOHC) are driven by a link-plate chain off a forged crankshaft and open four titanium valves per cylinder.

Suzuki Drive Mode Selector (S-DMS)

The S-DMS system is built into the ECM and allows the rider to use a button mounted on the left handlebar switch to select one of two engine control maps. These regulate the fuel injection, secondary throttle valve and ignition systems. The two maps are designated A and B, with Map A delivering full power and acceleration and Map B producing more moderate acceleration.

The Perfect Balance

Reflecting the GSX-R concept of always being the top performer, the GSX-R750 is as compact as a 600cc machine for improved acceleration, handling, cornering and braking². The chassis design is lightweight and compact, designed using an aluminium twin-spar frame. The frame's torsional rigidity has been optimised for track performance, while its construction uses specific casting sizes and shapes as well as carefully located welds to minimise weight. A short wheelbase means more centralised weight of both the machine and rider, improving cornering agility. The short wheelbase also means a shorter reach to the handlebars, which combined with the bar angle means it's easy for the rider to reposition their weight around the bike.

BREMBO Monobloc Radial Mount Calipers

The monobloc design of the calipers makes them lighter, and the more rigid construction and increased piston area improve braking performance for the rider with more consistent power and better feel at the lever. The calipers act upon 310mm fully-floating twin front discs and are actuated by a front master cylinder with a 17mm radial mount piston and a 6-way adjustable brake lever.

SHOWA Big Piston Forks (BPF) & Monoshock

The race developed suspension system that uses a single 37.6mm piston in the sidewall of each 41mm fork tube to produce more effective, accurate and linear damping performance. The more controlled compression damping is especially noticeable during hard braking and at corner entry, delivering better feedback to the rider. The single Showa rear shock features externally adjustable rebound and compression damping, along with adjustable pre-load.

Suzuki Clutch Assist System (SCAS)

This mechanism improves rear tyre grip and stability when approaching bends, by reducing the pressure on the clutch pack under hard deceleration. The system also compresses the clutch pack under hard acceleration to eliminate clutch slip without the use of stronger clutch springs, allowing a lighter pull on the clutch lever.

SCAS SAIS SET SRAD S-DMS

Colours

Metallic Triton Blue (YSF)

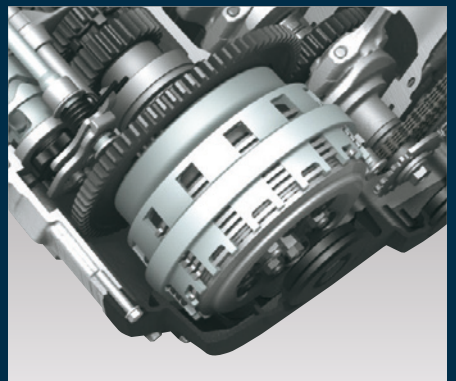
Glass Sparkle Black/Marble Daytona Yellow (KGK)

Pearl Glacier White (YWW)

GSX-R600

A Top Performer in its Class

A lightweight chassis featuring a compact wheelbase and race-developed suspension. A powerful 4-cylinder engine delivering a real-world demonstration of advanced race proven technology. The GSX-R600, designed to be the Top Performer in its class. A total package designed to own the racetrack.



Suzuki Drive Mode Selector (S-DMS)

The S-DMS system is built into the ECM and allows the rider to use a button mounted on the left handlebar switch to select one of two engine control maps. These regulate the fuel injection, secondary throttle valve and ignition systems. The two maps are designated A and B, with Map A delivering full power and acceleration and Map B producing more moderate acceleration.

SHOWA Big Piston Forks (BPF) & Monoshock

The race developed suspension system that uses a single 37.6mm piston in the sidewall of each 41mm fork tube to produce more effective, accurate and linear damping performance. The more controlled compression damping is especially noticeable during hard braking and at corner entry, delivering better feedback to the rider. The single Showa rear shock features externally adjustable rebound and compression damping, along with adjustable pre-load.

Track Focused Chassis

The chassis design is light weight and compact, designed using an aluminium twin-spar frame. The frame's torsional rigidity has been optimised for track performance, while its construction uses specific casting sizes and shapes as well as carefully located welds to minimise weight. A short wheelbase means more centralised weight of both the machine and rider, improving cornering agility. The short wheelbase also means a shorter reach to the handlebars, which combined with the bar angle means it's easy for the rider to reposition their weight around the bike.

MotoGP Technology

The 599cc engine is liquid-cooled with Suzuki Ram-Air Direct (SRAD) induction and a digital engine management system. Double Overhead Camshafts (DOHC) are driven by a link-plate chain off a forged crankshaft and open four titanium valves per cylinder. Lighter pistons and more aggressive valve lift curves enhance throttle response and produce stronger low-to-mid range torque. With a close ratio gearbox, this extra torque delivers better race starts, quicker acceleration and stronger drive out of the corners.

BREMBO Monobloc Radial Mount Calipers

The monobloc design of the calipers makes them lighter, and the more rigid construction and increased piston area improve braking performance for the rider with more consistent power and better feel at the lever. The calipers act upon 310mm fully-floating twin front discs and are actuated by a front master cylinder with a 17mm radial mount piston and a 6-way adjustable brake lever.

Suzuki Clutch Assist System (SCAS)

This mechanism improves rear tyre grip and stability when approaching bends, by reducing the pressure on the clutch pack under hard deceleration. The system also compresses the clutch pack under hard acceleration to eliminate clutch slip without the use of stronger clutch springs, allowing a lighter pull on the clutch lever.

Colours

Metallic Triton Blue (YSF)

Glass Sparkle Black/Marble Daytona Yellow (KGK)

Metallic Matt Black No.2 (YKV)


SHOEI
SUZUKI
GSX-R
SUZUKI

GSX-R125

Your First True Sportsbike

The Suzuki GSX-R series 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 the best performing in its class, in an unbeatable package. Meet the revolutionary Suzuki GSX-R125, with the best power-to-weight ratio, torque-to-weight ratio and acceleration, plus nimble handling and great fuel economy in the 125cc class. It's versatile too, designed to handle city traffic jams while commuting to work during the week. And as an exciting sportsbike it's ready for fun rides into the countryside on weekend. The combination of lightweight chassis and smooth power delivery mean this GSX-R is ready for the racetrack as well.

Aerodynamic Bodywork

Perfected in the wind tunnel, the GSX-R125's bodywork is aerodynamically efficient to reduce drag and maximise performance. It has the smallest projected frontal area in its class, helping to boost acceleration and improve fuel efficiency, with the vertically stacked LED headlight giving it the distinctive GSX-R family look.

New GSX-R Engine

The GSX-R125's DOHC engine is a perfect example of how to make a lot of power out of a very efficient and compact power plant. The objective is combustion efficiency, optimal balance of the sporty engine character and fuel economy. The GSX-R125 engine displaces an actual 125cc from a 62mm cylinder bore and a 41.2mm piston stroke. The larger bore makes room for two 24mm intake valves and two 21mm exhaust valves, set upright at narrow angles to improve the shape of the combustion chamber, increasing the compression ratio, performance and fuel economy. An effective liquid-cooling system with a large radiator helps keep the engine at the optimum temperature, producing consistent performance and maximising fuel efficiency and mileage. The engine makes its high horsepower and reaches its generous torque, delivering strong, effective power across a broad rpm range. And the GSX-R125 comes with a smooth-shifting 6-speed transmission and an electric starter.

Lightweight Chassis

The GSX-R125 is light and compact, giving ultimate control in the corners for a fun and sporty ride. Low weight is key, this helps deliver a bike with responsive and rewarding handling for added confidence on the street and low lap times on the track. The engineers behind the GSX-R125 have created the lightest bike in the 125cc class 134kg, giving the rider the edge over the competition. As well as being the lightest machine in class the GSX-R125 also has the lowest seat height too 785mm, making an unbeatable combination for accessibility for all types of rider, while still maintaining a sportsbike stance and riding position.

Light Aluminium Wheels

Contributing to the bikes low weight are the 10 spoke cast aluminium wheels. Having lightweight wheels helps ensure great handling, for a ride that's fun and a machine that goes exactly where you want it to. The slim design of the spokes also adds to this GSX-R's great sportsbike looks, along with the sporty petal type brake discs front and rear.

ABS EASY START

LCD Instrument Panel

The Suzuki GSX-R125 has a full LCD instrument panel set in a modern dashboard, framed by turn signal, neutral, high beam, coolant temperature, malfunction indicator lamp (MIL), ABS, and programmable engine-RPM indicator lights. The bright LCD panel includes a segmented-bar tachometer across the top; a digital speedometer; a gear position indicator; a digital clock; a digital odometer with dual trip meters; an average fuel consumption meter; a fuel gauge; and an oil change timing indicator.

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 which means the rider doesn't have to fumble to retrieve the compact key from a pocket or backpack. A button on the remote control activates an answer-back function, causing the turn signals to flash and making it easier to find the GSX-R125 in a crowded car park.

GSX-R125

Colours

Metallic Triton Blue (YSF)

Brilliant White (YUH)

Solid Black 50% Gloss (291)

HAYABUSA/Z

The Ultimate

At the turn of the 20th century Suzuki surprised the world by introducing the Hayabusa. Over the last decade, the motorcycle has evolved while staying true to its concept – the pinnacle of high-performance motorcycles.

Its sensational power, speed, smooth ride and overwhelming presence continue to fascinate owners and onlookers alike. Because the Hayabusa is, and always will be, the ultimate sports bike. Suzuki engineered the Hayabusa to perform like a heavy-weight boxer, muscular yet surprisingly agile. While riders rarely need to call on its full punch off the line, the overabundant power and fleet-footed performance inspire confidence in everyday riding. That restrained yet refined energy is the presence that turns heads when a Hayabusa and rider pass by.

KYB Inverted Front Forks
KYB inverted cartridge forks are fully adjustable for spring preload, compression damping and rebound damping. They also feature a Diamond-Like Carbon coating (DLC) surface treatment on the slider tubes, this reduces friction, allowing them to react quicker to the road surface for better grip and rider feedback. The forks provide front wheel travel of 120mm.

Legendary Inline-four Power Plant
The Hayabusa's 1340cc muscular four cylinder engine delivers an immense wave of torque for effortless acceleration. Its advanced design boasts liquid-cooling, ram-air downdraft induction with Suzuki Dual Throttle Valve (SDTV) throttle bodies, fuel injection employing twin injectors controlled by a 32-bit ECM, and hollow double overhead cams (DOHC) operating four valves per cylinder. It uses forged three-ring aluminium-alloy slipper pistons to provide superior strength.

Suzuki Drive Mode Selector (S-DMS)
The S-DMS system is built into the ECM and allows the rider to use a button mounted on the handlebar switch to select one of three engine control maps. These regulate the fuel injection, secondary throttle valve and ignition systems. Allowing the rider to select a different map to suit personal preferences in various riding conditions, such as choosing one map for motorway cruising and another map for tighter roads.

Brembo Monobloc Front Brake Calipers
The monobloc design of the calipers makes them lighter, and the more rigid construction and increased piston area improve braking performance for the rider with more consistent power and better feel at the lever. The calipers act upon 310mm fully-floating twin front discs and are actuated by a front master cylinder with a 14mm radial mount piston and a five-way adjustable brake lever.

Slice Through the Wind
Extensive wind tunnel testing perfectly merges motorcycle and rider to find the ultimate shape for high-speed riding to maximise the power of the legendary engine. This gives the Hayabusa its unique look, protects the rider from the wind and improves acceleration, stability and fuel efficiency.

Suzuki Clutch Assist System (SCAS)
This mechanism improves rear tyre grip and stability when approaching bends, by reducing the pressure on the clutch pack under hard deceleration. The system also compresses the clutch pack under hard acceleration to eliminate clutch slip without the use of stronger clutch springs, allowing a lighter pull on the clutch lever.

SCAS SAIS SET ABS SRAD S-DMS

Colours

Glass Sparkle Black / Pearl Glacier White (AGT)

Pearl Vigor Blue / Glass Sparkle Black (BBD)

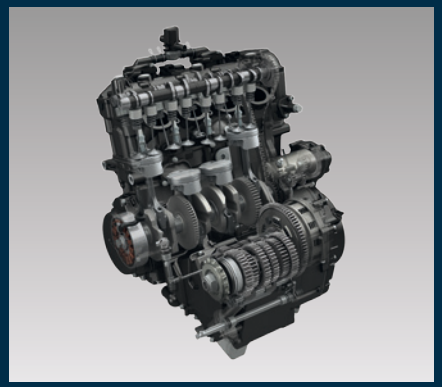
Glass Sparkle Black (YVB)


SUZUKI

GSX-S1000F

Powered by the Heart of GSX-R

From the DNA of a supersport legend comes the GSX-S1000F, a motorcycle built for real-world excitement. 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. Meet the road with legendary performance.



Fully Adjustable Suspension

Newly specified 43mm KYB inverted front forks give a ride that is sporty yet plush. They have fully adjustable damping, rebound, compression and spring preload.

High-performance Braking

The GSX-S1000F has the same top-of-the-line radial-mount Brembo monobloc calipers as the GSX-R1000. The calipers each have four opposed 32mm pistons acting on a 310mm floating-mount disc for strong stopping power[2] .

Legendary Performance Tuned for the Street

The GSX-S1000F is powered by a street-tuned version of the four-stroke, liquid-cooled, DOHC, 999cc, inline-four engine that became a legend in the 2005 GSX-R1000. The newly honed engine delivers smooth throttle response and immediate, controlled acceleration, so the sport rider experiences adrenaline-rushing performance. A long-stroke design with a 73.4mm bore and a 59.0mm stroke allows the combustion chambers to be compact. It therefore allows a combination of an optimal compression ratio, a flat-top piston shape, and a broad spread of power throughout the rev range. Advances inside the engine begin with the pistons. Suzuki used finite-element-analysis techniques to make the pistons light without compromising their rigidity. The benefits include broad torque and quick acceleration.

New cam profiles optimise the valve timing to achieve power characteristics that are ideally suited to city streets and twisty suburban roads. Iridium spark plugs ensure strong sparks for efficient combustion that translates into higher power, linear throttle response, easier engine startup, and stable idling.

A Chassis Engineered for Real-world Enjoyment

Suzuki designed a new chassis in a compact, lightweight package that makes the GSX-S1000F agile and fun to ride. Every aspect of the chassis reflects a focus on great handling and control in real-world conditions from city streets to twisty mountain roads. The main frame helps to ensure nimble handling and great roadholding. The main tubes are straight from the steering head to the swingarm pivot. Their shape is ideal for achieving high rigidity and low weight. Suzuki used finite-element-analysis techniques to make the frame even lighter than that of the 2016 GSX-R1000.

STCS SAIS SET ABS EASY START LOW RPM ASSIST

Three-mode Traction Control System

Suzuki's advanced traction control system[1] lets the rider control the throttle with more confidence in diverse conditions; making sport riding more enjoyable and less tiring. The system checks the front and rear wheel speeds, the throttle position sensor, the crank position sensor and the gear position sensor 250 times a second. It quickly reduces engine output by affecting control over the ignition timing whenever it detects wheel spin. The system's control, over engine output, feels so smooth and natural, it doesn't detract from riding pleasure. The rider can set the system to any of three modes or turn it off. The modes differ in terms of sensitivity. Mode one is for sport riding with minimal intervention; mode two offers the ideal balance for typical road conditions; and mode three delivers maximum traction control[1] when riding in poor conditions.

Relaxed Riding Position

Suzuki optimised the riding position for greater comfort and slimmed down the knee-grip area for relaxing ergonomics. The slim bodywork combines with the low seat (810mm from the ground) to help the rider put their feet down easily.

GSX-S1000F

Colours

Metallic Triton Blue / Glass Sparkle Black (KEL)

Candy Daring Red / Glass Sparkle Black (AV4)

Pearl Glacier White (YWW)

GSX250R

The Everyday Sportsbike

Introducing the GSX250R, a sports machine that brings the excitement and riding satisfaction of Suzuki's sport bike heritage to a broader audience. Featuring sporty good looks, responsive yet easy-to-control performance, nimble handling, and a comfortable riding position, the GSX250R is equally at home on the daily commute as it is when out on weekend rides for fun. Featuring positive response, a broad power band, ease of control and a class-leading level of fuel efficiency, the performance realised by the GSX250R goes beyond what one would normally expect from a 250cc motorcycle. Each aspect of its performance is optimised to fully exploit the bike's potential and deliver pure riding pleasure, whether riding in town or heading out on a long countryside run.

GSX Engine

The 248cc parallel twin engine that powers the GSX250R has undergone thorough analysis and optimisation to maximise low-to mid-range torque and provide a powerful ride that features ease of control. The overall efficiency achieved also helps realise class-leading levels of fuel economy and clean performance. The cam profile for the GSX250R delivers maximum acceleration performance at speeds between 12mph to 55mph, as this is the range that is used most often. As an additional benefit, the cam profile also suppresses noise generation to deliver a smoother, more pleasant ride.

Designed to Perform

The sporty flair of newly designed 10-spoke wheels pairs with tyres that provide strong grip on the road. Stopping power is provided by petal-type front and rear disc brakes. An Anti-lock Brake System (ABS)[2] made by Bosch is also equipped to deliver greater confidence and control.

Highly Efficient, Lightweight Exhaust System

The two-into-one exhaust system for the GSX250R features an optimised shape for the chamber in front of the catalyser. This maximises acceleration performance at mid-range speeds, while the efficiency of the system also reduces exhaust emissions. The silencer adopts a shape that contributes to better engine output and torque by reducing power loss. It delivers a pleasing sound while its design also contributes to better cornering.

Sports Handlebars and KYB Suspension

The relatively low mounting point of the clip-on left and right handlebars is sporty, but at the same time designed to provide a comfortable riding position that is capable around town or on longer rides. Front and rear KYB suspension with custom settings contributes to weight reduction and retains reassuring handling characteristics, while at the same time adding a sporty feel.

Distinctive Design

Enhancing the sporty, aggressive look and futuristic flair of the GSX250R are newly designed surface-emitting LEDs employed by the position lamps up front and the taillight in the rear. Their smooth edge-to-edge illumination and the chevron-like shape that flanks the headlight create a truly distinctive and highly appealing lighting.

Full LCD Instrumentation

The GSX250R features a reverse-lit LCD instrument panel. Readouts include the speedometer, tachometer, gear position and RPM indicator, odometer, dual trip meters, fuel gauge, average fuel consumption and oil change timing indicators, and a clock.

ABS

Colours

Pearl Nebular Black (YAY)

Metallic Triton Blue No.2 (QHV)

Pearl Glacier White No.2 (QHW)

Model	GSX-R1000R	GSX-R1000	GSX-R750	GSX-R600
				
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine displacement	999.8cc (61.0cu. in)	999.8cc (61.0cu. in)	750.0cc (45.8cu. in)	599.0cc (36.5cu. in)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	148.60kW @ 13200rpm (202.04PS)	148.60kW @ 13200rpm (202.04PS)	110.30kW @ 13200rpm (149.97PS)	92.50kW @ 13500rpm (125.76PS)
Torque	117.60N.m @ 10800rpm (86.70lb.ft)†	117.60N.m @ 10800rpm (86.70lb.ft)†	86.30N.m @ 11200rpm (64.00lb.ft)†	69.60N.m @ 11500rpm (51.00lb.ft)†
Fuel consumption	48.02MPG 17.0KM/L*	48.02MPG 17.0KM/L*	53.95MPG 19.0KM/L*	55.08MPG 19.5KM/L*
Seat height	825mm (32.5in)	825mm (32.5in)	810mm (31.9in)	810mm (31.9in)
Kerb mass	203kg (448lbs)	202kg (445lbs)	190kg (419lbs)	187kg (412lbs)
Suspension front	Inverted telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped
Suspension rear	Link type, coil spring, oil damped	Link type, coil spring, oil damped	Link type, coil spring, oil damped	Link type, coil spring, oil damped
Brakes front	Disc, twin	Disc, twin	Disc, twin	Disc, twin
Brakes rear	Disc	Disc	Disc	Disc
Tyres front	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	120/70 ZR17M/C (58W), tubeless
Tyres rear	190/55ZR17M/C (75W), tubeless	190/55ZR17M/C (75W), tubeless	180/55ZR17M/C (73W), tubeless	180/55ZR17M/C (73W), tubeless
Ground clearance	130mm (5.1in)	130mm (5.1in)	130mm (5.1in)	130mm (5.1in)
Fuel tank capacity	16L (3.5G)	16L (3.5G)	17.0L (3.7G)	17.0L (3.7G)

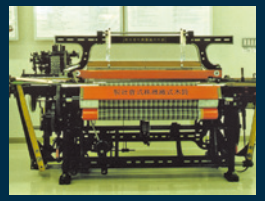
* Fuel economy was measured by Suzuki in the Worldwide Motorcycle Test Cycle (WMTC).
† Torque conversions to imperial units (in brackets) are approximate and included as a guide only.

[1] Traction control system is not a substitute for rider's throttle control under the various conditions, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.
[2] ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering. On the GSX-R1000R, V-Strom 1000/XT brake pressure is optimised while cornering.

Model	GSX-R125	HAYABUSA/Z	GSX-S1000F	GSX250R
				
Engine type	4-stroke, 1-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 2-cylinder, liquid-cooled, SOHC
Engine displacement	124.4cc (7.6cu in)	1340.0cc (81.8cu. in)	999.0cc (61.0cu. in)	248.0cc (15.13cu. in)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	TBC	145.00kW @ 9500rpm (197.14PS)	110.00kW @ 10000rpm (149.56PS)	18.40kW @ 8000rpm (25.02PS)
Torque	TBC	155.00N.m @ 7200rpm (114.00lb.ft)†	108.00N.m @ 9500rpm (79.66lb.ft)†	23.40Nm @ 6500rpm (17.26lb.ft)†
Fuel consumption	TBC	TBC	51.00MPG 18.00KM/L*	91.80MPG 32.50KM/L*
Seat height	785mm (30.9in)	805mm (31.7in)	810mm (31.9in)	790mm (31.1in)
Kerb mass	134kg (295lbs)	266kg (586lbs)	214kg (472lbs)	181kg (399lbs)
Suspension front	Telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped	Telescopic, coil spring oil damped
Suspension rear	Link type, coil spring, oil damped	Link type, coil spring, oil damped	Link type, coil spring, oil damped	Swingarm type, coil spring, oil damped
Brakes front	Disc (Petal)	Disc, twin	Disc, twin	Disc (Petal)
Brakes rear	Disc (Petal)	Disc	Disc	Disc (Petal)
Tyres front	90/80-17M/C, tubeless	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	110/80-17M/C 57H tubeless
Tyres rear	130/70-17M/C, tubeless	190/50ZR17M/C (73W), tubeless	190/50ZR17M/C (73W), tubeless	140/55-17M/C 66H tubeless
Ground clearance	160mm (6.3in)	120mm (4.7in)	140mm (5.5in)	160mm (6.3in)
Fuel tank capacity	11.0L (2.4G)	21.0L (4.6G)	17.0L (3.7G)	15L (3.3G)

Suzuki History

History progressed with customers worldwide.



1909 Michio Suzuki opens the Suzuki Loom Works.

1952 Suzuki builds its first motorised bicycle, the 'Power Free'.

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

1962 Champions of the world! East German rider, Ernst Degner, takes Suzuki's first TT victory.

1965 The sensational T20 Super Six really puts Suzuki on the international map.

1971 Joel Robert retains the world 250cc motocross crown.

1976 Barry Sheene wins his, and Suzuki's, first 500cc world title on the RG500.

1981 Italy's Marco Lucchinelli wins the 500cc world championship on an RG500.

1985 The bike that is to change the face of motorcycling arrives. Suzuki's GSX-R750.

1993 Kevin Schwantz wins the 500cc world championship on the RGV.

1996 Suzuki re-invented GSX-R750 again in 1996.

1999 Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa.

2000 Kenny Roberts Jr. becomes the world champion of GP500, which for Suzuki is the sixth world title.

2001 An unforgettable year which saw the launch of the ultimate sports bike - the Suzuki GSX-R1000.

2005 Suzuki sets new standard of sportbike once again with the introduction of the 2005 GSX-R1000.

2008 Suzuki introduces 2nd generation Hayabusa 1300.

2009 The all new GSX-R1000 is launched in the United States.

2012 Suzuki launches second generation V-Strom 650ABS.

2013 The Suzuki Endurance Racing Team (SERT) takes its 4th consecutive Endurance World Championship and its 13th title overall.

2016 Suzuki win British GP at Silverstone.

2017 Suzuki releases the new GSX-R1000R, GSX-R1000, GSX250R and GSX-R125.

SUZUKI JÄLLEENMYYJÄSI

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

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