



Way of Life!



Street
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.



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 "❖" 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.



Motion Track Brake System

The new Motion Track Brake System² 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 TCS¹ allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions. The TCS intervention can be changed while riding, as long as the throttle is closed. 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. Motion Track TCS reads sensor input every 4-milliseconds, for precise response. And by using input from the IMU (Inertial Measurement Unit), the ECM can calculate the motorcycle's motion in 6-directions (along 3-axis, Pitch, Roll and Yaw), for more precise traction control.



TCS – Traction Control System

Suzuki's traction control system¹ continuously monitors front and rear wheel speeds, throttle position, crank position 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 to ensure smoother traction control operation. As a result riders can enjoy long distance riding more comfortably, with less stress and fatigue.



SCAS – Suzuki Clutch Assist System

A back-torque-limiting clutch helps make downshifts smoother and 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 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. 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 ride carefully and do not overly rely on ABS.



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 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 (Engine Control Module) recognises the signals and keeps the starter motor working for a specified time.



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

The air intakes are positioned close to the centreline of the fairing nose – this position offering optimum intake efficiency. This results in better intake efficiency and increased engine power at high speed.



S-DMS – Suzuki Drive Mode Selector

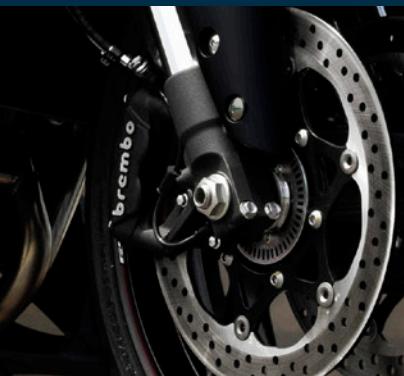
Allows the rider to select a number of fuel injection and ignition system maps adjusting power delivery to suit personal preference in various riding situations, such as different racetracks or tight, twisty roads. The feature helps riders to enjoy the performance in a wider range of riding situations.



GSX-S1000/Z

Powered by the Heart of a GSX-R

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 world-beating GSX-R1000, this thrilling machine puts the feel of world-beating performance in your hands. Take it to the streets, 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.

Legendary Performance Tuned for the Street

The GSX-S1000 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.

High-performance Braking

The GSX-S1000 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.

A Chassis Engineered for Real-world Enjoyment

Suzuki designed a new chassis in a compact, lightweight package that makes the GSX-S1000 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. The sturdy aluminium-alloy swingarm comes straight from the 2016 GSX-R1000. It is ruggedly braced and helps to ensure great roadholding together with superbike looks.



STCS



SCAS



SAIS



SET



ABS



EASY START



LOW RPM
ASSIST



Three-mode Traction Control System

Suzuki's advanced traction control system¹ 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 from the system. Mode two offers a balance that is ideal for typical road conditions. Mode three gives maximal traction control for 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-S1000/Z

Colours



Metallic Matt Black No.2 (YKV)



Metallic Triton Blue / Glass Sparkle Black (KEL)



Candy Daring Red / Glass Sparkle Black (AV4)





GSX-S750/Z

Legendary GSX-R Power

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.



Tuned for the Streets

Inherited directly from a GSX-R supersport machine, the powerful 749cc four-cylinder fuel-injected engine is specially tuned and refined to maximise its potential on the streets and on winding roads. Cutting-edge technologies from the legendary GSX-R series control engine management. The downdraft double-barrel Suzuki Dual Throttle Valve (SDTV) system ensures efficient combustion and smooth, highly controllable power delivery throughout the engine's broad power range. Suzuki's digital ignition system, Idle Speed Control (ISC) and the use of iridium spark plugs contribute to linear throttle response, greater low-end torque production, easier engine start-up, lower cold-start emissions, and more stable idling. The GSX-S750 also adopts a shorter final gear ratio that helps maximise acceleration, while sixth gear retains a ratio that does not compromise top speed.

Braking

The radial mount design provides a positive feeling when applying the brakes and maximises braking control. Each of the Nissin front calipers has four opposed pistons acting on a 310mm floating-mount disc to provide abundant stopping power when you need it. Adopting a petal type design for the 310mm floating mount front discs adds an even sportier look to the GSX-S750's bold styling.

The Apex Predator

Top predators evolved to dominate the environment and the GSX-S750 is just such an animal. Every component is designed and tuned to deliver maximum performance and to look good doing it. Sure footed, nimble and highly responsive, the GSX-S750 is comfortable, smooth and more than ready to carry you wherever you want to ride, in style.

Suspension

Inverted front forks featuring 41mm stanchion tubes and bold looking anodised upper tubes provide a sporty ride that is also smooth and comfortable. Spring preload can be adjusted to match the conditions and your riding preferences.



STCS



SABS



ABS



EASY START



LOW RPM
ASSIST



Aggressively Styled

From the bold, upswEEPt lines of its crouched stance to the aggressive styling of its new headlight, fuel tank and body trim designs, every aspect of the GSX-S750 speaks of the raw power, predictable performance and functional beauty inherent to a true apex predator. It invites you to climb on and make it your own, while you dominate the roads in and around your town together.



Three-mode Traction Control System

This track-bred technology provides greater confidence and reduces fatigue by delivering control over engine output that helps prevent rear wheel spin. The system operates so smoothly and naturally that it does not interfere with handling, even when the rider wishes to engage in aggressive sports riding. The rider can freely select one of three modes using the convenient handlebar switch. 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 control¹ when riding in poor conditions.



GSX-S750/Z

Colours



Metallic Triton Blue / Glass Sparkle Black (KEL)



Metallic Matt Black No.2 (YKV)



Pearl Mira Red (YVZ)





GSX-S125

GSX-S125 Your First True Streetbike

Meet the new lightweight king of the streets, the Suzuki GSX-S125. It has the best power-to-weight ratio and acceleration in the 125cc street sport class, plus nimble handling and great fuel economy. It also has exciting, modern, innovative bodywork, and a low seat height for a comfortable ride. Along with a multi-function LCD instrument and vertically stacked LED headlights in a stylish cowl. It is a dependable, comfortable, nimble motorcycle that also delivers genuine Suzuki high-performance. It is made to handle city traffic jams while commuting to work during the week. And it is also an exciting motorcycle ready for fun rides into the countryside or even a track ride on weekends. The GSX-S125 is a motorcycle that's easy to ride. And it is easy to be proud of, with a genuine supersport engine and the latest technology, plus high-quality fit and finish, and beautiful paint and graphics.



New GSX-S Engine

The power plant for the new GSX-S125 is a single cylinder, liquid cooled, DOHC (Double Over Head Cam) with 125cc. It powers the GSX-S to great performance on the streets and a lot more. The engineers behind the GSX-R series have been perfecting engines for over 30 years, and this is their latest masterpiece. In the 125cc class the GSX-S125 has the best power-to-weight ratio, the best torque to weight ratio and the best acceleration. So the rider can enjoy the most fun and excitement, every corner, every straight and every ride. This level of performance is well known for a GSX-R and now a GSX-S too, but beyond the power and acceleration there is even more, this engine is also extremely fuel efficient as well, so you can travel further on each tank of fuel before it's time to re-fill.

Suzuki Easy Start System and Shutter-Key Lock

The GSX-S125 features a convenient easy start ignition system with a shutter-key lock system. The key fob carries a unique, random magnetic code pattern which opens the shutter when the fob is lined up and pushed into a receiver on the ignition lock cover, and the ignition key can then be inserted into the lock and the ignition turned on. Once the key is inserted into the shutter-key ignition lock and turned to the running position, the system automatically starts the engine with one touch of a button mounted on the handlebar; there is no need to hold the starter button down until the engine fires. The shutter can be easily closed by pushing a button once the ignition is turned off and the key has been removed.

All New Chassis

The chassis design of the GSX-S125 is light and compact, giving the rider ultimate control on the streets for a fast and agile ride. For a street bike low weight is key, this helps deliver a bike with responsive and rewarding handling as well as added confidence on the street. The engineers behind the GSX-S125 have created the lightest bike in the 125cc class, giving the rider the edge over the competition. As well as being the lightest machine in class the GSX-S125 also has the lowest seat height too, making an unbeatable combination for accessibility for all types of rider, while still maintaining an aggressive street look with easy riding position. The low seat height means most riders will be able to place both feet securely on the floor for added confidence, while the light weight makes the bike easy to manage both on the move and for slow speed manoeuvres.

LCD Instruments

The Suzuki GSX-S125 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.





Performance for the Streets

For decades Suzuki has been building class leading performance based Supersport bikes with our GSX-R range, and muscular aggressive street bikes. In recent years we've combined these skills and experience to create the GSX-S line, a range of bikes with Supersport derived engines and performance, but harnessed in aggressive naked street bikes for a stripped back look and street focused performance. It began with the GSX-S1000 in 2015, then came the GSX-S750 and now an all new start point for the GSX-S family comes the stunning GSX-S125.

LED Lighting

The GSX-S125 features vertically stacked LED headlights, with the low beam above the high beam, and position lights on each side of the headlight. The GSX-S125's LED headlights are bright and compact, lighter and longer lasting compared to conventional halogen-bulb headlights seen on competing machines. Because LED headlights use about 15% of the electrical power required by conventional bulbs, less engine power is needed to run the motorcycle's alternator, improving acceleration and fuel economy. The LED license plate light on the rear fender is light and compact and much more durable and vibration resistant than the conventional bulb lights installed on competing 125cc machines.



GSX-S125

Colours



Solid Black 50% Gloss (291)



Metallic Triton Blue (YSF)



Stronger Red / Titan Black (GTA)





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 renowned the world over.

Not only was this a motorcycle with universal appeal, but it was well-suited to urban roads and was right at home on the racetrack too.

Presenting the newest version of the SV650, it comes complete with the latest Suzuki innovations and will set the bar even higher for V-Twin fun and performance.

Loaded with capabilities and exuding personality, your daily commutes or weekend excursions on winding roads are an unforgettable ride. No matter if you've just gained your licence or you've been riding for years, the SV650's light weight and ultra-slim profile makes you want to take to the road again and again.



Dual Spark 90° V-Twin

The Suzuki V-Twin engine is a marvel of engineering with superb versatility. While at lower RPM, this engine delivers powerful torque that's easy to handle and a deep robust sound. Open the throttle to mid-range, and the power of the engine's response is linear and smooth, yet always under your control. Then at higher RPM, the V-Twin has performance ready to go, even in the higher gears. As well as this great performance the engine is also extremely fuel efficient delivering a class leading 26.05km/L (73.6 MPG) and meets the latest emissions requirements.

Slim Body

The SV650's streamlined profile is the result of ergonomically shaped side panels and optimised seat design, which let you straddle the motorcycle with your feet on the ground if stopped or for easy changes of position while flowing through corners. The narrow, streamlined seat is 785mm in height and is designed almost flat from front to rear, yet gives riders a high degree of grip in the upright position. Despite its ample 13.8 litre capacity, the fuel tank is slim and sports an ergonomic form for maximum rider comfort.

Low RPM Assist

The SV650 comes with Suzuki's Low RPM Assist function that utilises the Idle Speed Control (ISC) to help boost engine rpm in launching operation or running at low speed. This new feature helps suppress engine stalls when running at slow speeds, resulting in better start control and operation especially in stop-and-go traffic.

Suspension

The front suspension system employs durable 41mm telescopic right way upfront forks with 125mm travel and are adjustable for pre-load. While the rear features link-type suspension with a stroke of 63mm and is pre-load adjustable to one of seven pre-defined settings. Together, the SV650's suspension system ensures consistent ride-ability and sporty handling performance.





Suzuki Easy Start System

The Suzuki Easy Start System engages the starter motor at a precisely timed pre-set interval to start the motorcycle with just a push of a button. A computerised 32-bit ECM checks the status and disengages the starter motor immediately after start.



Lightweight Chassis

With a remarkable ready to ride weight of only 197kg, the SV650 makes manoeuvring and handling easy and pleasurable. The SV650 makes good use of its light weight with responsive acceleration, nimble handling and absolute confidence in manoeuvring. Riders of all levels can take to the city or winding roads and experience unrestricted fun.





SV650

Colours



Pearl Glacier White (YWW)



Metallic Matt Black No.2 (YKV)



Metallic Triton Blue (YSF)



Pearl Mira Red (YVZ)

GSX-S750



SV650



Model	GSX-S1000/Z	GSX-S750/Z	GSX-S125	SV650
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 1-cylinder, liquid-cooled, DOHC	4-stroke, 2-cylinder, liquid-cooled, DOHC V-Twin
Engine displacement	999.0cc (61.0cu. in)	749.0cc (45.7cu. in)	124.4cc (7.6cu. in)	645.0cc (39.4cu. in)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	110.00kW @ 10000rpm (149.56PS)	84.00kW @ 10500rpm (114.21PS)	TBC	56.00kW @ 8500rpm (76.14PS)
Torque	108.00N.m @ 9500rpm (79.66lb.ft)†	81.00N.m @ 9000rpm (59.74lb.ft)†	TBC	64.00N.m @ 8100rpm (47.00lb.ft)†
Fuel consumption	51.00MPG 18.05KM/L*	57.62MPG 20.4KM/L *	TBC	73.60MPG 26.05KM/L*
Seat height	810mm (31.9in)	820mm (32.2in)	785mm (30.9in)	785mm (30.9in)
Kerb mass	209kg (461lbs)	213kg (469lbs)	133kg (293lbs)	197kg (434lbs)
Suspension front	Inverted telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped	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	Link type, coil spring, oil damped
Brakes front	Disc, twin	Disc, twin (Petal)	Disc (Petal)	Disc, twin
Brakes rear	Disc	Disc (Petal)	Disc (Petal)	Disc
Tyres front	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	90/80-17M/C, tubeless	120/70R17M/C (58W), tubeless
Tyres rear	190/50ZR17M/C (73W), tubeless	180/55ZR17M/C (73W), tubeless	130/70-17M/C, tubeless	160/60R17M/C (69W), tubeless
Ground clearance	140mm (5.5in)	135mm (5.3in)	155mm (6.1in)	135mm (5.3in)
Fuel tank capacity	17.0L (3.7G)	16.0L (3.5G)	11.0L (2.4G)	13.8L (3.0G)

* 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.



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-S750 and GSX-S125.

Specifications, appearance, colours (including body colour), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice. Each model may be discontinued without notice. Please enquire at your local dealer for details of any such changes. Images contain computer-generated composites and may include optional accessories. All images are of professional riders under closed road conditions.

- 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.

SUZUKI JÄLLEENMYYJÄ

PRINTED IN UNITED KINGDOM Street Catalogue BRO17-STREE-SFI NOV. '16

www.suzuki.fi

 /SuzukiMP