



Way of Life!

# SUZUKI MOTORCYCLE 2019

2019 SUZUKI MOTORCYCLE FULL LINE UP



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

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

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SUZUKI MOTOR CORPORATION

**SUZUKI MOTOR CORPORATION**

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



Way of Life!




# TAKUMI of SUZUKI

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

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

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

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

A close-up photograph of a person's hands gripping a motorcycle handlebar. The handlebar is wrapped in black, textured grips. The person is wearing a dark blue or black long-sleeved shirt. The background is dark and features a complex, circular digital overlay with concentric rings and various geometric shapes, resembling a futuristic or technical interface. The overall lighting is dramatic, highlighting the texture of the grips and the skin of the hands.

# FOR a RIDER

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

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

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

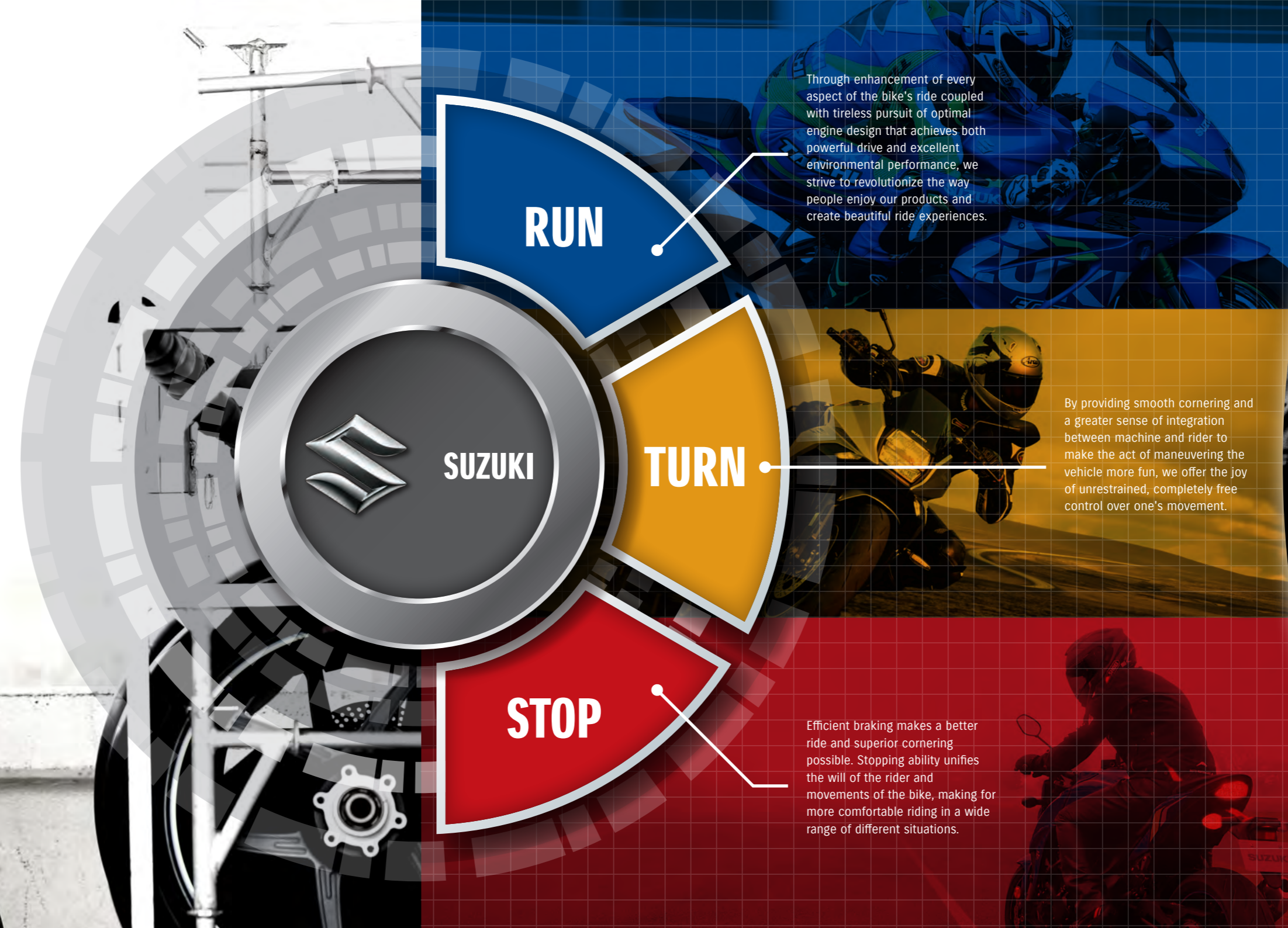
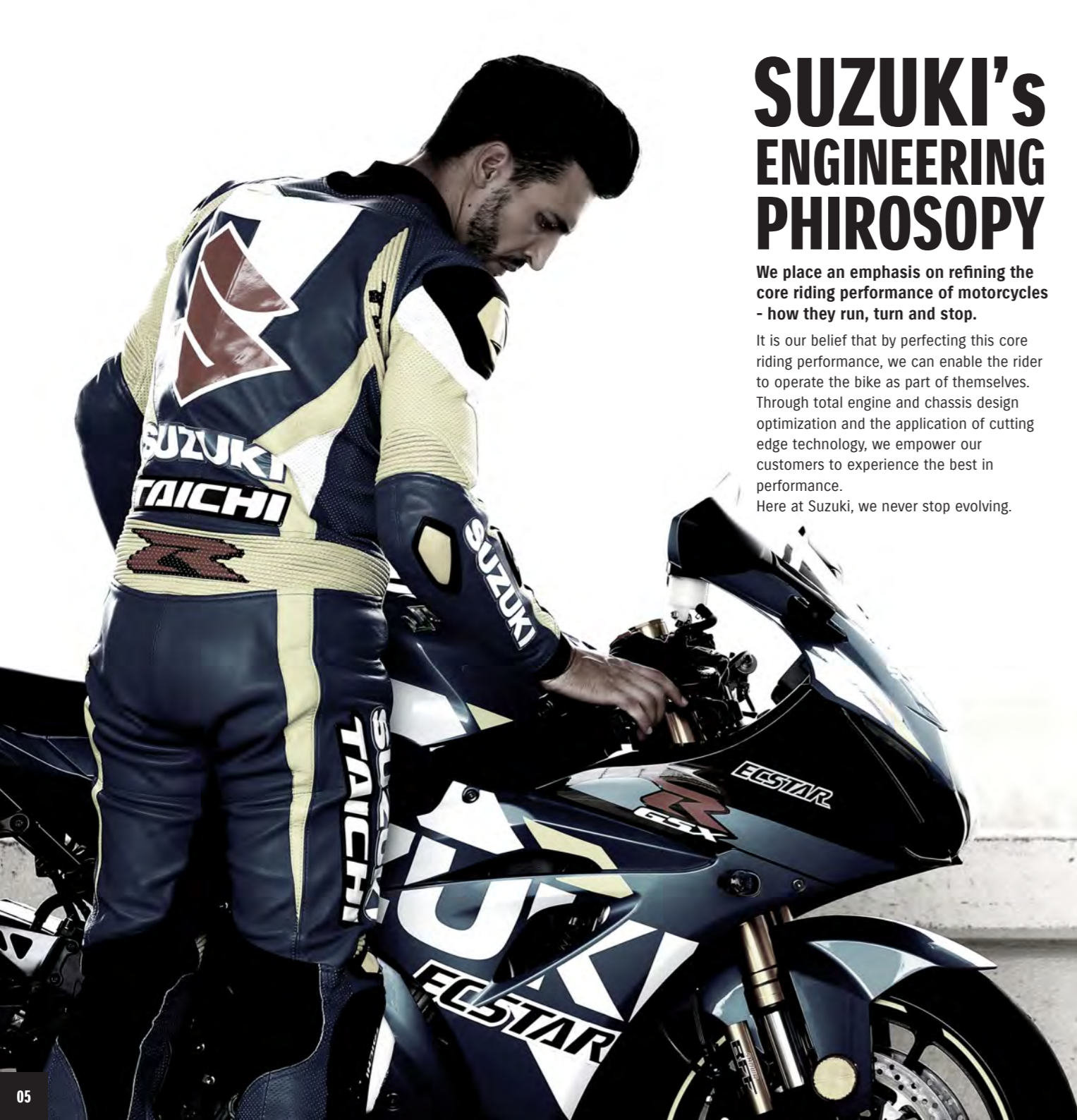
All of our techniques and souls are focused on connecting rider and motorcycles.

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

# SUZUKI'S ENGINEERING PHILOSOPHY

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

It is our belief that by perfecting this core riding performance, we can enable the rider to operate the bike as part of themselves. Through total engine and chassis design optimization and the application of cutting edge technology, we empower our customers to experience the best in performance. Here at Suzuki, we never stop evolving.



## RUN

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

SUZUKI

## TURN

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

## STOP

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

# OUR MANUFACTURING SPIRIT POWERS YOUR SUZUKI.

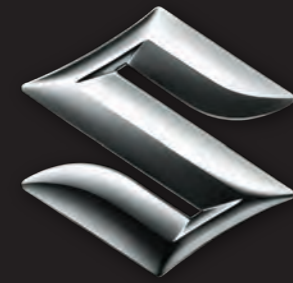
## Providing 'value-packed products'

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

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



# 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.

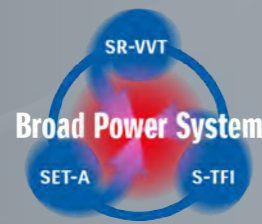
ULTIMATE SPORT	HAYABUSA P14	KATANA				KATANA P16	SUPER SPORT	GSX-R1000R P18	GSX-R1000 P18	GSX-R750 P19	GSX-R600 P19	GSX-R125 P20		
STREET	GSX-S1000 P22	GSX-S1000F P22	GSX-S750 P23	GSX-S125 P23	STREET		SV650 P24	SV650X P24	STREET		GSX250R P25	TU250X	TU250X P26	
CRUISER	BOULEVARD M109R P32	BOULEVARD M90 P32	BOULEVARD M50 P33	BOULEVARD C90 P33	BOULEVARD C50 P34	BOULEVARD S40 P34	SCOOTER		BURGMAN650 P36	BURGMAN400 P37	BURGMAN200/125 P38	STREET	VanVan200 P26	
MOTOCROSS / OFF ROAD	RM-Z450 P41	RM-Z250 P40	RM85/L P41	RMX450Z P43	SCOOTER		BURGMAN650 P36	BURGMAN400 P37	BURGMAN200/125 P38	SCOOTER		Address P38		
SPORT ADVENTURE TOURER	V-Strom1000XT P28	V-Strom1000 P28	V-Strom650XT P29	V-Strom650 P29	V-Strom250 P30	DUAL PURPOSE		TS185ER P48	DUAL PURPOSE		TS185ER P48			
STREET / OFF ROAD / DUAL PURPOSE	DR-Z400SM P25	DR-Z400S P46	DR-Z400E P43	DR-Z125/L P44	DR-Z50 P44	DR650SE P46	DR200S P47	DR200SE P47	DUAL PURPOSE		TF125 P48			
SPORT and KIDS ATV	QuadSport Z400 P53	QuadSport Z90 P54	QuadSport Z50 P54	UTILITY ATV		KINGQUAD 750AXI P50	KINGQUAD 500AXI P50	KINGQUAD 400ASI P51	KINGQUAD 400FSI P51	UTILITY ATV		OZARK 250 P52		

# 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.



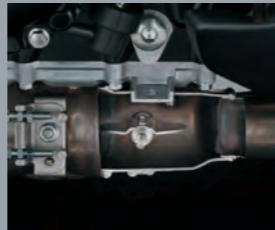
Suzuki Racing Variable Valve Timing

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



Suzuki Exhaust Tuning Alpha

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



Suzuki Exhaust Tuning

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



Suzuki Top Feed Injector

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



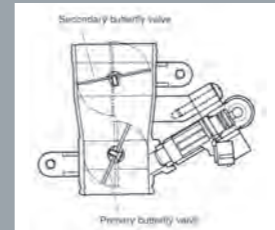
Ride by Wire

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



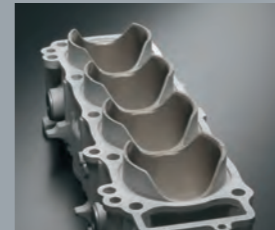
Suzuki Dual-Stage Intake

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



Suzuki Dual Throttle Valve system

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



Suzuki Composite Electrochemical Material

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



Suzuki Drive Mode Selector

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

\* The technology is used in GSX-R1000, 750, 600 and Hayabusa.



Low RPM Assist

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



Bi-directional Quick Shift System

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



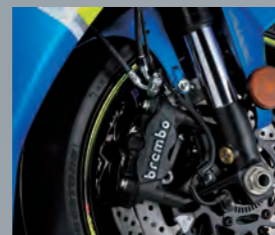
Suzuki Clutch Assist System

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



Motion Track Brake System

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



Antilock Brake System

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

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



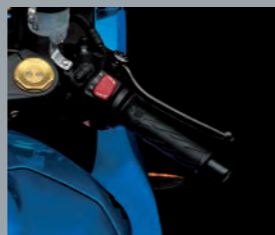
Motion Track Traction Control System

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



Traction Control System

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



Launch Control System

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



Suzuki Easy Start System

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



Suzuki Ram Air-Direct

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

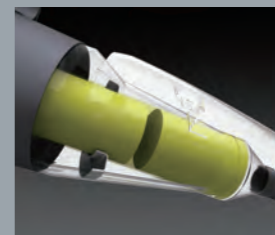
\* The technology is used in GSX-R1000, 750, 600 and Hayabusa.



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.

\* Not available for North American spec.



EURO 4 conformed

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



EURO 3 conformed

Only models with European specifications comply with the EURO 3 emission regulations.



Suzuki Holeshoot Assist Control

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



Key-Less Ignition System

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



# Digital Contents



360° Viewer



Suzuki VR Experience



Suzuki SOUND Experience



Video Library



# GO THE SUZUKI WAY.

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



# ULTIMATE SPORT



Hayabusa



(GSX1300RA)



Metallic Oort Gray No.3 (QEB)



Glass Sparkle Black (YVB)



### 1,340 cm<sup>3</sup> DOHC engine

The Hayabusa's muscular four-cylinder engine delivers a broader 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 ECU, and hollow double overhead cams operating four valves per cylinder.



### Suzuki Drive Mode Selector (S-DMS)

The Hayabusa features the unique Suzuki Drive Mode Selector (S-DMS) system, which allows the rider to select one of three engine control maps.



### Front brake caliper (Brembo)

Lighter and more rigid than conventional bolt-together calipers, the Hayabusa's top-of-the-line radial-mount Brembo Monoblock front brake calipers deliver better feedback to the rider.



### Lightweight ABS control unit

A new, standard equipment Antilock Brake System (ABS) unit features a lightweight, compact design. Note: The ABS is a supplemental device for brake operation, not a device for shortening stopping distance. Always remember to reduce speed sufficiently before approaching curves.

## Ultimate Sport, In Timeless Styling

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 sport bike.

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	1,340 cm <sup>3</sup> (81.8 cu. in.)
Bore x Stroke	81.0 mm x 65.0 mm
Transmission	6-speed constant mesh
Overall Length	2,190 mm (86.2 in.)
Overall Width	735 mm (28.9 in.)
Overall Height	1,165 mm (45.9 in.)
Wheelbase	1,480 mm (58.3 in.)
Ground Clearance	120 mm (4.7 in.)
Seat Height	805 mm (31.7 in.)
Curb Mass	266 kg (586 lbs)
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	21.0 L

ULTIMATE SPORT

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

CRUISER

SCOOTER

MOTO CROSS

OFF ROAD

DUAL PURPOSE

UTILITY ATV

SPORT ATV

KIDS ATV

# KATANA



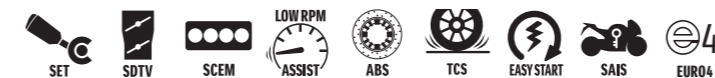
KATANA



Metallic Mystic Silver (YMD)



Glass Sparkle Black (YVB)



## Feel the Edge

Forged to perfection and polished to a magnificent radiance. Engineered to provide maximum control and optimum performance. Finely crafted to take riding pleasure to a new level. The Suzuki KATANA is destined to create a new legend. From the sharp lines and highlights defining the length of its body to the rider-friendly performance of its 110kW (150PS) engine, every detail of the Suzuki KATANA speaks of distinctive beauty.

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999 cm <sup>3</sup> (61.0 cu. in)
Bore x Stroke	73.4 mm x 59.0 mm
Transmission	6-speed constant mesh
Overall Length	2,130 mm (83.9 in)
Overall Width	835 mm (32.9 in)
Overall Height	1,110 mm (43.7 in)
Wheelbase	1,460 mm (57.5 in)
Ground Clearance	140 mm (5.5 in)
Seat Height	825 mm (32.5 in)
Curb Mass	215 kg (474 lbs)
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	12.0 L



### 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.

ULTIMATE SPORT

KATANA

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UTILITY ATV

SPORT ATV

KIDS ATV

# SUPER SPORT



GSX-R1000R ABS   GSX-R1000 ABS   GSX-R750   GSX-R600   GSX-R125 ABS

## GSX-R SERIES

**GSX-R 1000R ABS**

(GSX-R1000A/RA/RZA)

**GSX-R 1000 ABS**

360° VIEWER

VR

QR CODE



Metallic Triton Blue (YSF)  
Photo : GSX-R1000RA



Pearl Glacier White (YWW)  
Photo : GSX-R1000RZA



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



Pearl Glacier White / Glass Sparkle Black (AGT)  
Photo : GSX-R1000A



Metallic Triton Blue (YSF)  
Photo : GSX-R1000A



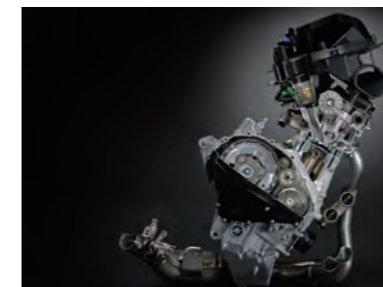
Glass Sparkle Black / Metallic Mat Black No.2 (KGL)  
Photo : GSX-R1000A



## Own The Racetrack

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

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999.8 cm <sup>3</sup> (61.0 cu. in)
Bore x Stroke	76.0 mm x 55.1 mm
Transmission	6-speed constant mesh
Overall Length	2,075 mm (81.7 in)
Overall Width	705 mm (27.8 in)
Overall Height	1,145 mm (45.1 in)
Wheelbase	1,420 mm (55.9 in)
Ground Clearance	130 mm (5.1 in)
Seat Height	825 mm (32.5 in)
Curb Mass	202 kg (445 lbs) [GSX-R1000A] 203 kg (448 lbs) [GSX-R1000A/RZA]
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	16.0 L



### 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.

ULTIMATE SPORT

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UTILITY ATV

SPORT ATV

KIDS ATV

# GSX-R 750

## Truly A Class Of Its Own

Experience a breathtaking combination of outstanding engine performance, nimble handling, compact size and light weight. Experience the GSX-R750 - the best choice for riders who appreciate a state-of-the-art 750cm<sup>3</sup> engine combined with the compactness of a 600cm<sup>3</sup> Supersport.



Glass Sparkle Black / Pearl Glacier White (AGT)



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



BPF forks | Electronically controlled steering damper | 3-way adjustable footpeg | Front brake calipers (Brembo)



\* Only for Australian spec.

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	810 mm (31.9 in)
Engine Displacement	750 cm <sup>3</sup> (45.8 cu.in)	Curb Mass	190 kg (419 lbs)
Bore x Stroke	70.0 mm x 48.7 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,030 mm (79.9 in)	Brakes	Front Disc, twin
Overall Width	710 mm (28.0 in)		Rear Disc
Overall Height	1,135 mm (44.7 in)	Tires	Front 120/70ZR17M/C (58W), tubeless
Wheelbase	1,390 mm (54.7 in)		Rear 180/55ZR17M/C (73W), tubeless
Ground Clearance	130 mm (5.1 in)	Fuel Tank Capacity	17.0 L

# GSX-R 600

## The Top Performer In Its Class

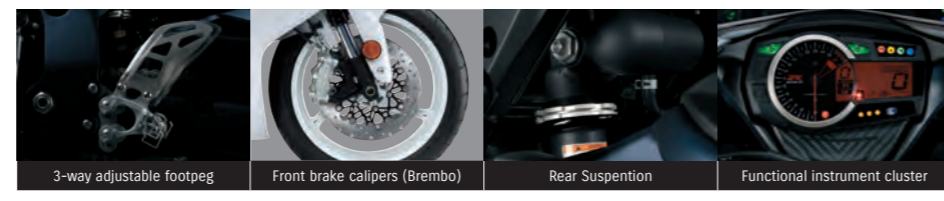
A lightweight chassis featuring a compact wheelbase and race-developed suspension. A compact, powerful 4-cylinder engine delivering a real-world demonstration of advanced race-proven technology. The GSX-R600 - designed to be The Top Performer in its class, a total package designed to Own The Racetrack.



Pearl Glacier White (YWW)



Glass Sparkle Black (YVB)



3-way adjustable footpeg | Front brake calipers (Brembo) | Rear Suspension | Functional instrument cluster



\* Only for Australian spec.

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	810 mm (31.9 in)
Engine Displacement	599 cm <sup>3</sup> (36.5 cu.in)	Curb Mass	187 kg (412 lbs)
Bore x Stroke	67.0 mm x 42.5 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,030 mm (79.9 in)	Brakes	Front Disc, twin
Overall Width	710 mm (28.0 in)		Rear Disc
Overall Height	1,135 mm (44.7 in)	Tires	Front 120/70ZR17M/C (58W), tubeless
Wheelbase	1,385 mm (54.5 in)		Rear 180/55ZR17M/C (73W), tubeless
Ground Clearance	130 mm (5.1 in)	Fuel Tank Capacity	17.0 L

# GSX-R 125

(GSX-R125XA)



Metallic Triton Blue (YSF)



## A GSX-R to Revolutionize The Lightweight Class

The Suzuki GSX-R line has defined sportbike performance for over 30 years, with more than a million sold worldwide. So the dedicated Suzuki engineers who have devoted their lives to the GSX-R take their responsibilities very seriously. Every GSX-R must be very light and best performing motorcycle in its class, in an unbeatable package. Meet the revolutionary Suzuki GSX-R125, with the best power-to-weight ratio and acceleration in the 125cm<sup>3</sup> class, plus nimble handling and great fuel economy.



Brilliant White (YUH)



Titan Black (YVU)

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine Displacement	124 cm <sup>3</sup> (7.6 cu.in)
Bore x Stroke	62.0mm x 41.2mm
Transmission	6-speed constant mesh
Overall Length	2,000 mm (78.7 in)
Overall Width	700 mm (27.6 in)
Overall Height	1,070 mm (42.1 in)
Wheelbase	1,300 mm (51.2 in)
Ground Clearance	155 mm (6.1 in)
Seat Height	785 mm (30.9 in)
Curb Mass	134 kg (295 lbs)
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	11.0 L



### LED headlights and LED position lights

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



### Science of Engine Design

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



### Dual-Exit Exhaust Muffler

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



### Key-Less Ignition System

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

# STREET



**GSX-S1000 ABS**   **GSX-S1000F ABS**   **GSX-S750/ABS**   **GSX-S125 ABS**  
**SV650/ABS**   **SV650X ABS**   **DR-Z400SM**   **GSX250R/ABS**   **TU250X**   **VanVan200**

## GSX-S SERIES

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

### The Pure Sport Roadster

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



Metallic Triton Blue / Glass Sparkle Black (KEL)  
Photo : GSX-S1000A



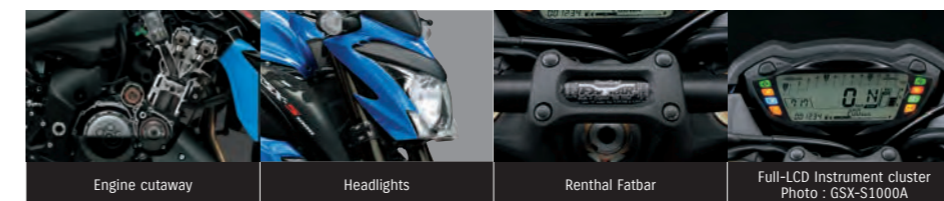
Metallic Mat Black No.2 (YKV)  
Photo : GSX-S1000ZA



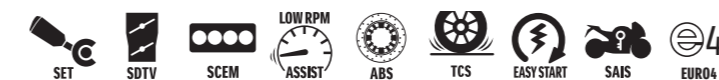
Pearl Glacier White (YWW)  
Photo : GSX-S1000YA



Metallic Triton Blue (YSF)  
Photo : GSX-S1000YA



Engine cutaway   Headlights   Rental Fatbar   Full-LCD Instrument cluster  
Photo : GSX-S1000A



Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	810 mm (31.9 in)
Engine Displacement	999 cm <sup>3</sup> (61.0 cu. in)	Curb Mass	210 kg (463 lbs)
Bore x Stroke	73.4mm x 59.0mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	2,115 mm (83.3 in)	Brakes	Front Disc, twin
Overall Width	795 mm (31.3 in)	Rear	Disc
Overall Height	1,080 mm (42.5 in)	Tires	Front 120/70ZR17M/C (58W), tubeless
Wheelbase	1,460 mm (57.5 in)	Rear	190/50ZR17M/C (73W), tubeless
Ground Clearance	140 mm (5.5 in)	Fuel Tank Capacity	17.0 L

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

### Beyond The Sportbike

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



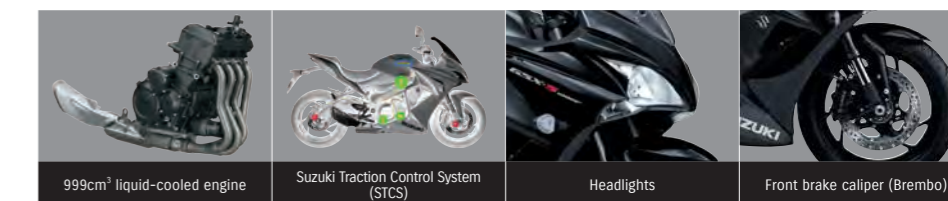
Glass Sparkle Black (YVB)  
Photo : GSX-S1000FA



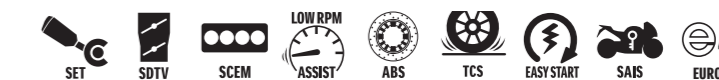
Metallic Mat Black No.2 (YKV)  
Photo : GSX-S1000FZA



Metallic Triton Blue (YSF)  
Photo : GSX-S1000FYA



999cm<sup>3</sup> liquid-cooled engine   Suzuki Traction Control System (STCS)   Headlights   Front brake caliper (Brembo)



Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Seat Height	810 mm (31.9 in)
Engine Displacement	999 cm <sup>3</sup> (61.0 cu. in)	Curb Mass	215 kg (474 lbs)
Bore x Stroke	73.4mm x 59.0mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	6-speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	2,115 mm (83.3 in)	Brakes	Front Disc, twin
Overall Width	795 mm (31.3 in)	Rear	Disc
Overall Height	1,180 mm (46.5 in)	Tires	Front 120/70ZR17M/C (58W), tubeless
Wheelbase	1,460 mm (57.5 in)	Rear	190/50ZR17M/C (73W), tubeless
Ground Clearance	140 mm (5.5 in)	Fuel Tank Capacity	17.0 L

ULTIMATE SPORT

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

CRUISER

SCOOTER

MOTO CROSS

OFF ROAD

DUAL PURPOSE

UTILITY ATV

SPORT ATV

KIDS ATV

## GSX-S SERIES

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

### The Apex Predator

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



Metallic Triton Blue / Glass Sparkle Black (KEL)



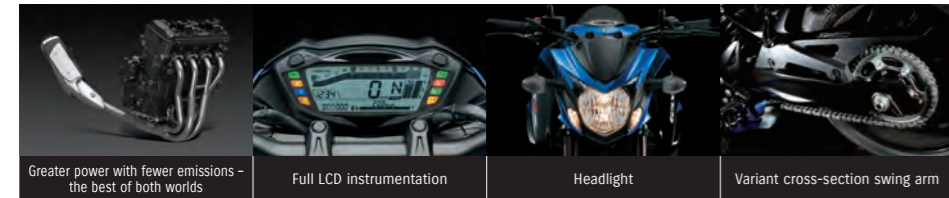
Pearl Glacier White (YWW)



Metallic Mat Black No.2 (YKV)



Metallic Triton Blue (YSF)



Greater power with fewer emissions – the best of both worlds | Full LCD instrumentation | Headlight | Variant cross-section swing arm



\* Only for GSX-S750A/ZA/YA

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC	Curb Mass	211 kg (465lbs) [GSX-S750Z] 213 kg (469lbs) [GSX-S750A/ZA/YA]
Engine Displacement	749 cm <sup>3</sup> (45.7 cu. in)	Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Bore x Stroke	72.0 mm x 46.0 mm	Brakes	Front Disc, twin Rear Disc
Transmission	6-speed constant mesh	Tires	Front 120/70ZR17M/C (58W), tubeless Rear 180/55ZR17M/C (73W), tubeless
Overall Length	2,125 mm (83.7 in)	Fuel Tank Capacity	16.0 L
Overall Width	785 mm (30.9 in)		
Overall Height	1,055 mm (41.5 in)		
Wheelbase	1,455 mm (57.3 in)		
Ground Clearance	135 mm (5.3 in)		
Seat Height	820 mm (32.3 in)		

**GSX-S 125 ABS** (GSX-S125XA)

### A GSX-S to Revolutionize The Lightweight Class

Suzuki has defined sportbike performance for more than 30 years. It started with the legendary GSX-R line, with more than a million sold worldwide. And the dedicated Suzuki engineers behind the GSX-R line take their responsibilities very seriously: Every GSX-R must be very light and best performing in its class, in an unbeatable package. Now Suzuki engineers have applied their expertise and design philosophy to an exciting new street sport 125cm<sup>3</sup>-class motorcycle, based on the revolutionary GSX-R125.



Titan Black (YVU)



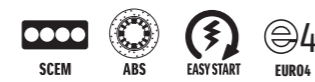
Brilliant White (YUH)



Metallic Triton Blue (YSF)



Science of Engine Design | Multi-Function, Full LCD Instrument Cluster | Suzuki Easy Start System | Muffler



Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	785 mm (30.9 in)
Engine Displacement	124 cm <sup>3</sup> (7.6 cu. in)	Curb Mass	133 kg (293 lbs)
Bore x Stroke	62.0 mm x 41.2 mm	Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front Disc Rear Disc
Overall Length	2,000 mm (78.7 in)	Tires	Front 90/80-17M/C 46S, tubeless Rear 130/70-17M/C 62S, tubeless
Overall Width	745 mm (29.3 in)	Fuel Tank Capacity	11.0 L
Overall Height	1,035 mm (40.7 in)		
Wheelbase	1,300 mm (51.2 in)		
Ground Clearance	165 mm (6.5 in)		

## SV SERIES

**SV 650 ABS**

### 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.



Glass Sparkle Black / Pearl Glacier White (AGT)



Metallic Oort Gray No.3 (QEB)



Glass Sparkle Black (YVB)



645cm<sup>3</sup> liquid-cooled, DOHC 90-degree V-Twin engine | 14.5-litre capacity fuel tank | Multi-Function, Full LCD Instrument Cluster | Suzuki Easy Start System



\* Only for SV650A

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC	Seat Height	785 mm (30.9 in)
Engine Displacement	645 cm <sup>3</sup> (39.4 cu. in)	Curb Mass	196 kg (432 lbs) [SV650] 198 kg (437 lbs) [SV650A]
Bore x Stroke	81.0 mm x 62.6 mm	Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front Disc, twin Rear Disc
Overall Length	2,140 mm (84.3 in)	Tires	Front 120/70ZR17M/C (58W), tubeless Rear 160/60ZR17M/C (69W), tubeless
Overall Width	760 mm (29.9 in)	Fuel Tank Capacity	14.5 L
Overall Height	1,090 mm (42.9 in)		
Wheelbase	1,445 mm (56.9 in)		
Ground Clearance	135 mm (5.3 in)		

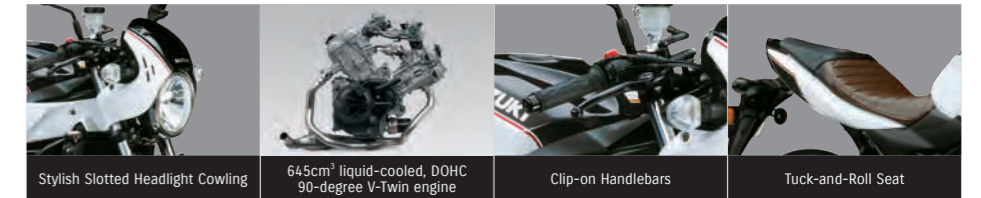
**SV 650X ABS**

### 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 cowl, tuck-and-roll seat and blacked-out rider and pillion footrests. And on your favourite stretch of twisties, Suzuki's V-Twin machine's smooth power and agile handling make the SV650X a thrill to ride.



Glass Sparkle Black / Pearl Glacier White (AGT)



Stylish Slotted Headlight Cowl | 645cm<sup>3</sup> liquid-cooled, DOHC 90-degree V-Twin engine | Clip-on Handlebars | Tuck-and-Roll Seat



Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC	Seat Height	790 mm (31.1 in)
Engine Displacement	645 cm <sup>3</sup> (39.4 cu. in)	Curb Mass	198 kg (437 lbs)
Bore x Stroke	81.0 mm x 62.6 mm	Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front Disc, twin Rear Disc
Overall Length	2,140 mm (84.3 in)	Tires	Front 120/70ZR17M/C (58W), tubeless Rear 160/60ZR17M/C (69W), tubeless
Overall Width	730 mm (28.7 in)	Fuel Tank Capacity	14.5 L
Overall Height	1,090 mm (42.9 in)		
Wheelbase	1,445 mm (56.9 in)		
Ground Clearance	135 mm (5.3 in)		

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SPORT ATV

KIDS ATV

## DR-Z400SM

### The Essence Of Supermotard Riding

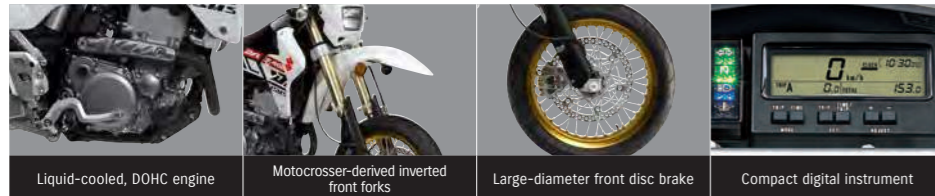
The DR-Z400SM welcomes you to the exhilarating world of supermotard riding with cutting-edge dual purpose bike designs and stylish, functional top-grade street equipment that captures the essence of free-spirited street riding pleasure. It is fun to ride, whatever street, boulevard or highway you're headed for.



Solid Special White No.2 (SUX)



Solid Special White No.2 (30H)



Liquid-cooled, DOHC engine   Motocrosser-derived inverted front forks   Large-diameter front disc brake   Compact digital instrument



Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	890 mm (35.0 in)
Engine Displacement	398 cm <sup>3</sup> (24.3 cu.in)	Curb Mass	147 kg (324 lbs)
Bore x Stroke	90.0 mm x 62.6 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,225 mm (87.6 in)	Brakes	Front Disc
Overall Width	855 mm (33.7 in)		Rear Disc
Overall Height	1,200 mm (47.2 in)	Tires	Front 120/70R17M/C 58H, tube type
Wheelbase	1,460 mm (57.5 in)		Rear 140/70R17M/C 66H, tube type
Ground Clearance	260 mm (10.2 in)	Fuel Tank Capacity	10.0 L

## GSX250R/ABS (GSX250R/Z/A/ZA)

### The Urban Athlete

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



Pearl Nebular Black (YAY)



Metallic Triton Blue No.2 (QHV)



Pearl Glacier White No.2 (QHW)



Pearl Nebular Black (4CX)



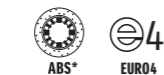
Candy Cardinal Red / Pearl Nebular Black (AY4)



Metallic Crystal Blue / Pearl Glacier White No.2 (BEE)



248cm<sup>3</sup> parallel-twin engine   Full LCD instrumentation   Distinctive position lamps   Taillight design



\* Only for GSX250RA/ZA

Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC	Curb Mass	178 kg (392 lbs) [GSX250R/Z] 181 kg (399 lbs) [GSX250RA/ZA]
Engine Displacement	248 cm <sup>3</sup> (15.1 cu.in)	Suspension	Front Telescopic, coil spring, oil damped
Bore x Stroke	53.5 mm x 55.2 mm		Rear Swingarm type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front Disc
Overall Length	2,085 mm (82.1 in)		Rear Disc
Overall Width	740 mm (29.1 in)	Tires	Front 110/80-17M/C 57H, tubeless
Overall Height	1,110 mm (43.7 in)		Rear 140/70-17M/C 66H, tubeless
Wheelbase	1,430 mm (56.3 in)	Fuel Tank Capacity	15.4L
Ground Clearance	160 mm (6.3 in)		
Seat Height	790 mm (31.1 in)		



## TU250X

### Tradition comes alive in the TU250X

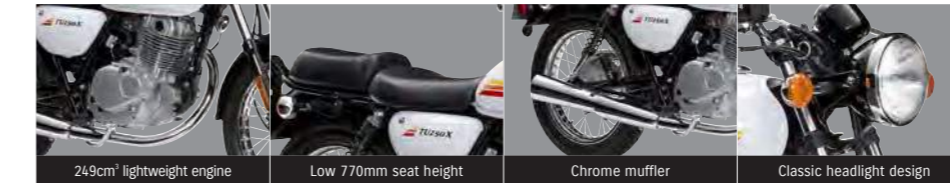
This classically styled motorcycle comes with spoke wheels, a round headlight and a low-slung tapered muffler. Don't let the retro-look fool you, though—at its heart is a modern, fuel-injected single-cylinder Suzuki engine. This complete package is a classic standard motorcycle that matches modern conveniences and reliable performance with a fuel-efficient ride.



Glass Sparkle Black / Pearl Glacier White (AGT)



Glass Sparkle Black (YVB)



249cm<sup>3</sup> lightweight engine   Low 770mm seat height   Chrome muffler   Classic headlight design



Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	770 mm (30.3 in)
Engine Displacement	249 cm <sup>3</sup> (15.2 cu. in)	Curb Mass	148 kg (326 lbs)
Bore x Stroke	72.0 mm x 61.2 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Swingarm type, coil spring, oil damped
Overall Length	2,070 mm (81.5 in)	Brakes	Front Disc
Overall Width	750 mm (29.5 in)		Rear Drum
Overall Height	1,075 mm (42.3 in)	Tires	Front 90/90-18M/C 51S, tube type
Wheelbase	1,375 mm (54.1 in)		Rear 110/90-18M/C 61S, tube type
Ground Clearance	165 mm (6.5 in)	Fuel Tank Capacity	12.0 L



### Get Into The VanVan Spirit

The VanVan 200 with its relaxed low-and-long styling design, invites you to run free with your imagination. Wide, low seat and also wide handlebars on long-wheelbase chassis composing a roomy position for relaxing rides. Thick tires with a dynamic tread pattern to get you smoothly across beachfront paths or countryside back roads. Here it is: a neat, compact riding package ready for action and dedicated to the spirit of freedom. Get into the VanVan spirit.



Solid Iron Gray (YUD)



Solid Black (019)



Metallic Triton Blue (YSF)



Metallic Fox Orange (YUK)



Fat tire   Tuck-and-Roll seat   199cm<sup>3</sup> air-cooled engine   Muffler



Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	770 mm (30.3 in)
Engine Displacement	199 cm <sup>3</sup> (12.1 cu. in)	Curb Mass	128 kg (282 lbs)
Bore x Stroke	66.0 mm x 58.2 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Swingarm type, coil spring, oil damped
Overall Length	2,140 mm (84.3 in)	Brakes	Front Disc
Overall Width	865 mm (34.1 in)		Rear Drum
Overall Height	1,125 mm (44.3 in)	Tires	Front 130/80-18M/C 66P, tube type
Wheelbase	1,375 mm (54.1 in)		Rear 180/80-14M/C 78P, tube type
Ground Clearance	220 mm (8.7 in)	Fuel Tank Capacity	6.5 L

ULTIMATE SPORT

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STREET

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DUAL PURPOSE

UTILITY ATV

SPORT ATV

KIDS ATV

# SPORT ADVENTURE TOURER



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

## V-Strom SERIES

**V-Strom 1000XT ABS** **V-Strom 1000 ABS**  
(DL1000XA/DL1000A)



Champion Yellow No.2 (YU1)  
Photo : DL1000XA



Pearl Vigor Blue /  
Pearl Glacier White (AJP)  
Photo : DL1000XA



Glass Sparkle Black (YVB)  
Photo : DL1000XA



Candy Daring Red (YYG)  
Photo : DL1000A



Pearl Glacier White (YVW)  
Photo : DL1000A



Glass Sparkle Black (YVB)  
Photo : DL1000A



## Supreme Soar

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

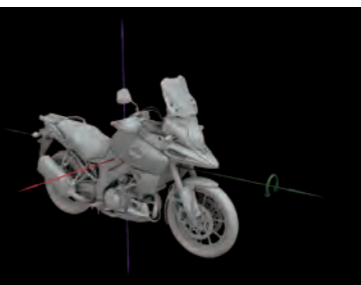
Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin	
Engine Displacement	1037 cm <sup>3</sup> (63.3 cu. in)	
Bore x Stroke	100.0 mm x 66.0 mm	
Transmission	6-speed constant mesh	
Overall Length	2,280 mm (89.8 in)	
Overall Width	930 mm (36.6 in)	
Overall Height	1,470 mm (57.9 in)	
Wheelbase	1,555 mm (61.2 in)	
Ground Clearance	165 mm (6.5 in)	
Seat Height	850 mm (33.5 in)	
Curb Mass	233 kg (514 lbs) [DL1000XA]	232 kg (511 lbs) [DL1000A]
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	20.0 L	

\*European Spec. shown



### Irresistible Power

The powerful and versatile 90-degree DOHC V-twin originated as a 996cm<sup>3</sup> unit, and underwent a major rebuild changing various components and rising the capacity to 1037cm<sup>3</sup> in 2014, further maturing this attractive engine to match the demands of a sports adventure tourer.



### Motion Track Brake System and Combination Brake system

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



### Excellent Flow of Wind for Individual Riders

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



### Choice of Wheels

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

ULTIMATE SPORT

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

CRUISER

SCOOTER

MOTO CROSS

OFF ROAD

DUAL PURPOSE

UTILITY ATV

SPORT ATV

KIDS ATV

## V-Strom SERIES

### V-Strom 650XT ABS (DL650XA/DL650A)



Champion Yellow No.2 (YU1)  
Photo : DL650XA



Pearl Glacier White (YWW)  
Photo : DL650XA

Candy Daring Red (YYG)  
Photo : DL650XA

Candy Daring Red (YYG)  
Photo : DL650A

Pearl Glacier White (YWW)  
Photo : DL650A

Glass Sparkle Black (YVB)  
Photo : DL650A



## 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.

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin
Engine Displacement	645 cm <sup>3</sup> (39.4 cu. in.)
Bore x Stroke	81.0 mm x 62.6 mm
Transmission	6-speed constant mesh
Overall Length	2,275 mm (89.6 in.)
Overall Width	910 mm (35.8 in.) [DL650XA] 835 mm (32.9 in.) [DL650A]
Overall Height	1,405 mm (55.3 in.)
Wheelbase	1,560 mm (61.4 in.)
Ground Clearance	170 mm (6.7 in.)
Seat Height	835 mm (32.9 in.)
Curb Mass	216 kg (476 lbs) [DL650XA] 213 kg (470 lbs) [DL650A]
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	20.0 L

\*European Spec. shown

## V-Strom SERIES

### V-Strom 250 ABS (DL250/A)



Pearl Nebular Black / Solid Dazzling Cool Yellow (BIE)



Pearl Nebular Black (YAY)

Metallic Diamond Red (YYW)

Metallic Triton Blue No.2 (QHV)

Pearl Nebular Black (4CX)



## Massive And Smart

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

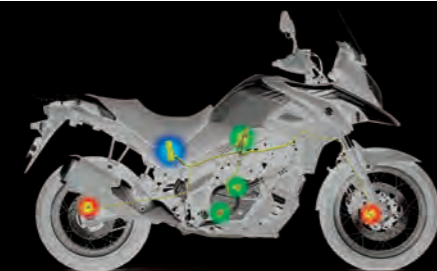
Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC
Engine Displacement	248 cm <sup>3</sup> (15.1 cu. in.)
Bore x Stroke	53.5 mm x 55.2 mm
Transmission	6-speed constant mesh
Overall Length	2,150 mm (84.6 in.)
Overall Width	790 mm (31.1 in.)
Overall Height	1,295 mm (51.0 in.)
Wheelbase	1,425 mm (56.1 in.)
Ground Clearance	160 mm (6.3 in.)
Seat Height	800 mm (31.5 in.)
Curb Mass	186 kg (410 lbs) [DL250] 188 kg (414 lbs) [DL250A]
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

\*European Spec. shown



### Sophisticated V-Twin Performance

The 645cm<sup>3</sup> 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 now also features the 3 mode (2 modes and off) traction control system already proven on the V-Strom 1000. Simple to use and effective in difficult road conditions, this advanced system is designed to prevent spin due to excessive throttle control and support riders in various conditions they are likely to face in long distance tours.



### Head Light

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



### Multi-function instrument panel

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



### 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.



### 248cm<sup>3</sup> parallel-twin engine

The 248cm<sup>3</sup> parallel-twin engine that powers the V-Strom 250/ABS underwent thorough analysis and optimization to maximize low- to mid-range torque and provide a powerful ride that features ease of control. The overall efficiency achieved also helps realize better fuel economy and clean performance that satisfies the stringent Euro 4 emission regulations.



### Full LCD instrumentation

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

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SUZUKI BOULEVARD M109R SUZUKI BOULEVARD M90 SUZUKI BOULEVARD M50  
 SUZUKI BOULEVARD C90/T SUZUKI BOULEVARD C50/T SUZUKI BOULEVARD S40

## BOULEVARD SERIES

**M109R** (VZR1800/BZ)

### High Style, With High Performance

The sound of power, the beat of the big V-Twin. A muscular, innovative look of high performance and high style. Advanced chassis built for effortless cruising across town, or across state lines. SUZUKI BOULEVARD M109R. An unmatched combination of the latest power-cruiser technology and a unique, exciting style.



Glass Sparkle Black (YVB)  
(VZR1800 only)



Pearl Glacier White /  
Pearl Vigor Blue (AIP)  
(VZR1800BZ only)



Glass Sparkle Black /  
Candy Daring Red (AV4)  
(VZR1800BZ only)



Streamlined headlight cover

LED taillight

240mm rear tire

Wide, long, well-padded seat



Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC	Seat Height	705 mm (27.8 in)
Engine Displacement	1,783cm <sup>3</sup> (108.8 cu.in)	Curb Mass	347 kg (764 lbs)
Bore x Stroke	112.0mm x 90.5mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	5-speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	2,480 mm (97.6 in)	Brakes	Front Disc, twin
Overall Width	875 mm (34.4 in)	Rear	Disc
Overall Height	1,130 mm (44.5 in)	Tires	Front 130/70R18M/C 63V, tubeless
Wheelbase	1,710 mm (67.3 in)	Rear	240/40R18M/C 79V, tubeless
Ground Clearance	130 mm (5.1 in)	Fuel Tank Capacity	19.5L

**M90** (VZ1500)

### Style Meets Technology And Value

The powerful, throaty rumble of a big V-Twin. The long, low, laid-back look of a performance cruiser. Combining classic styling with class-leading torque, a comfortable ride, fuel-efficiency, modern suspension and brakes, the SUZUKI BOULEVARD M90 looks right and feels right, delivering unbeatable value.



Metallic Thunder Gray / Glass Sparkle Black (AA3)



Glass Sparkle Black (YVB)



1462cm<sup>3</sup> V-Twin engine

Distinctive headlight cowl

Wide, long, well-padded seat

Instrument cluster



Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC	Seat Height	716 mm (28.2 in)
Engine Displacement	1,462cm <sup>3</sup> (89.2 cu.in)	Curb Mass	328 kg (723 lbs)
Bore x Stroke	96.0mm x 101.0mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	5-speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	2,390 mm (94.1 in)	Brakes	Front Disc, twin
Overall Width	870 mm (34.3 in)	Rear	Disc
Overall Height	1,100 mm (43.3 in)	Tires	Front 120/70ZR18M/C(59W), tubeless
Wheelbase	1,690 mm (66.5 in)	Rear	200/50ZR17M/C(75W), tubeless
Ground Clearance	145 mm (5.7 in)	Fuel Tank Capacity	18.0 L

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## BOULEVARD SERIES

### BOULEVARD **M50** (VZ800)

## Performance Style On The Roads

Cutting-edge performance-cruiser look featuring sleek lines and gleaming details. Advanced fuel-injected 805cm<sup>3</sup> V-Twin delivering robust, responsive power. The SUZUKI BOULEVARD M50, sharing the exciting styling and technology of its larger-displacement brothers, looks right, and performs right.



Metallic Mat Fibroin Gray (PGZ)



Liquid-cooled, 45-degree V-Twin engine Distinctive headlight cowl Wide, deeply cushioned seat Compact instrument cluster



Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC	Seat Height	700 mm (27.6 in)
Engine Displacement	805cm <sup>3</sup> (49.1 cu.in)	Curb Mass	269 kg (593 lbs)
Bore x Stroke	83.0 mm x 74.4 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,395 mm (94.3 in)	Brakes	Front Disc
Overall Width	890 mm (35.0 in)		Rear Drum
Overall Height	1,105 mm (43.5 in)	Tires	Front 130/90-16M/C 67H, tubeless
Wheelbase	1,655 mm (65.2 in)		Rear 170/80-15M/C 77H, tubeless
Ground Clearance	140 mm (5.5 in)	Fuel Tank Capacity	15.5 L

### BOULEVARD **C90/T** (VL1500B/T/BT)

## Choose Your Boulevard

Weekend wandering with your motorcycle friends. Long-distance adventure, just you and the road. Or simply your best ride to work. The SUZUKI BOULEVARD C90/T motorcycle complete your cruiser experience. Choose your Boulevard.



Glass Sparkle Black (YVB)  
(VL1500BT Only)



Metallic Mystic Silver (YMD)  
(VL1500T Only)



Glass Sparkle Black (YVB)  
(VL1500B Only)



Metallic Gleam Gray (YWB)  
(VL1500B Only)



1462 cm<sup>3</sup> liquid-cooled V-Twin engine Windscreen (VL1500T/BT only) Hard side cases (VL1500T/BT only) Multi-function instrument cluster



Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC	Seat Height	720 mm (28.3 in)
Engine Displacement	1462 cm <sup>3</sup> (89.2 cu. in)	Curb Mass	344 kg (758 lbs) [VL1500B] 363 kg (800 lbs) [VL1500T/BT]
Bore x Stroke	96.0 mm x 101.0 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,560 mm (100.8 in)	Brakes	Front Disc
Overall Width	990 mm (39.0 in)		Rear Disc
Overall Height	1,135 mm (44.7 in) [VL1500B] 1,440 mm (56.7 in) [VL1500T/BT]	Tires	Front 130/80R17M/C 65H, tubeless
Wheelbase	1,675 mm (65.9 in)		Rear 200/60R16M/C 79H, tubeless
Ground Clearance	140 mm (5.5 in)	Fuel Tank Capacity	18.0 L

## BOULEVARD SERIES

### BOULEVARD **C50/T** (VL800/T)

## Classic Rumble - Modern Comfort

Throaty rumble with refined efficiency. Laid-back riding style with plush comfort. Rich paintwork and glittering chrome over precision engineering. Every inch crafted to deliver an irresistible combination of genuine, traditional cruiser experience and refined modern technology. That's SUZUKI BOULEVARD C50/T.



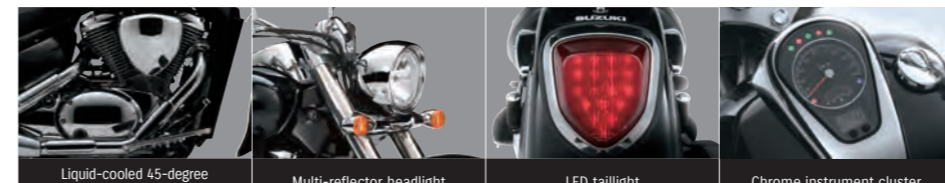
Glass Sparkle Black (YVB)  
(VL800 Only)



Glass Sparkle Black (YVB)  
(VL800T Only)



Metallic Mystic Silver (YMD)  
(VL800 Only)



Liquid-cooled 45-degree V-Twin engine Multi-reflector headlight LED taillight Chrome instrument cluster



Engine Type	4-stroke, 2-cylinder, liquid-cooled, SOHC	Seat Height	700 mm (27.6 in)
Engine Displacement	805 cm <sup>3</sup> (49.1 cu. in)	Curb Mass	277 kg (611 lbs)
Bore x Stroke	83.0 mm x 74.4 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,500 mm (98.4 in)	Brakes	Front Disc
Overall Width	955 mm (37.6 in)		Rear Drum
Overall Height	1,110 mm (43.7 in)	Tires	Front 130/90-16M/C 67H, tube type
Wheelbase	1,655 mm (65.2 in)		Rear 170/80-15M/C 77H, tube type
Ground Clearance	140 mm (5.5 in)	Fuel Tank Capacity	15.5 L

### BOULEVARD **S40** (LS650B)

## Chromed Chopper In The Custom-Cruiser Class

This gleaming beauty is what custom cruising all about. The SUZUKI BOULEVARD S40's high torque, produced by its powerful engine, is fully utilized by a wide 5-speed transmission and low-maintenance belt drive. A large crankshaft delivers more stable power at low revs to ensure smooth running. Narrow frame, teardrop-shape tank, and lots of chrome complete the custom-cruiser look.



Metallic Oort Gray No.3 (QEB)



Metallic Triton Blue (YSF)



652cm<sup>3</sup> Single cylinder engine Multi-reflector turn signals Wide, deeply cushioned seat Classic spoked wheel

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	700 mm (27.6 in)
Engine Displacement	652 cm <sup>3</sup> (39.8 cu. in)	Curb Mass	173 kg (381 lbs)
Bore x Stroke	94.0 mm x 94.0 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Swingarm type, coil spring, oil damped
Overall Length	2,180 mm (85.8 in)	Brakes	Front Disc
Overall Width	720 mm (28.3 in)		Rear Drum
Overall Height	1,105 mm (43.5 in)	Tires	Front 100/90-19M/C 57H, tube type
Wheelbase	1,480 mm (58.3 in)		Rear 140/80-15M/C 67H, tube type
Ground Clearance	135 mm (5.3 in)	Fuel Tank Capacity	10.0 L

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# SCOOTER



BURGMAN 650/Executive    BURGMAN 400 ABS    BURGMAN 200/ABS    BURGMAN 125 ABS    Address

## BURGMAN SERIES

**BURGMAN** / EXECUTIVE

(AN650/Z)



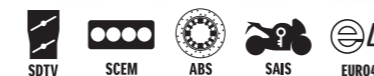
Metallic Mat Fibroin Gray (PGZ)  
Photo : AN650Z



Pearl Glacier White (YWW)  
Photo : AN650Z



Metallic Mat Black No.2 (YKV)  
Photo : AN650Z



**Suzuki Electronically-controlled Continuously Variable Transmission (SECVT)**  
SECVT offers three modes, two fully automatic CVT modes (Drive and Power) and Manual mode, by using a handlebar-mounted button.



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



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



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

## Looking ahead on luxury

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

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine Displacement	638 cm <sup>3</sup> (38.9 cu.in)
Bore x Stroke	75.5 mm × 71.3 mm
Transmission	CVT
Overall Length	2,265 mm (89.2 in)
Overall Width	810 mm (31.9 in)
Overall Height	1,420 mm (55.9 in)
Wheelbase	1,585 mm (62.4 in)
Ground Clearance	125 mm (4.9 in)
Seat Height	760 mm (29.9 in)
Curb Mass	281 kg (619 lbs)
Suspension	Front Telescopic, coil spring, oil damped
	Rear Swingarm type, coil spring, oil damped
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 120/70R15M/C 56H, tubeless
	Rear 160/60R14M/C 65H, tubeless
Fuel Tank Capacity	15.0 L

\*European Spec. shown

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**BURGMAN 400 ABS**

(AN400A)



Metallic Mat Black No.2 (YKV)

**Elegant and efficient LED headlight design**

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

**Link-Type Monoshock Rear Suspension**

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

**Light, Lean and Lavishly Appointed**

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

**Rich Underseat Storage Space**

The BURGMAN 400's spacious 42-litre underseat storage<sup>6</sup> compartment can hold two helmets<sup>7</sup> and provides ample room for stowing your gear.

<sup>6</sup>The weight limit for items in the underseat compartment is 10kg.  
<sup>7</sup>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.

**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.

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine Displacement	400 cm <sup>3</sup> (24.4 cu. in)
Bore x Stroke	81.0 mm x 77.6 mm
Transmission	CVT
Overall Length	2,235 mm (88.0 in)
Overall Width	765 mm (30.1 in)
Overall Height	1,350 mm (53.1 in)
Wheelbase	1,580 mm (62.2 in)
Ground Clearance	125 mm (4.9 in)
Seat Height	755 mm (29.7 in)
Curb Mass	215 kg (474 lbs)
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	13.5L



Pearl Glacier White (YWW)



Metallic Mat Stellar Blue (YUA)

**BURGMAN 200 ABS / 125 ABS** (UH200/A/UH125A)**Urban Smart**

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



Metallic Mat Black No.2 (YKV)



Metallic Mat Fibroin Gray (PGZ)



Pearl Brilliant White (YUH)



Powerful and economical engine

Front compartments with DC outlet

Underseat storage

Multi-function instrument



Engine Type	4-stroke, 1-cylinder, liquid-cooled, SOHC	Seat Height	735 mm (28.9 in)
Engine Displacement	200 cm <sup>3</sup> (12.2 cu.in) [UH200/A] 125 cm <sup>3</sup> (7.6 cu.in) [UH125A]	Curb Mass	163 kg (359 lbs) [UH200] 164 kg (362 lbs) [UH200A] 162 kg (357 lbs) [UH125A]
Bore x Stroke	69.0 mm x 53.4 mm [UH200/A] 57.0 mm x 48.8 mm [UH125A]	Suspension	Front Telescopic, coil spring, oil damped
Transmission	CVT		Rear Swingarm type, coil spring, oil damped
Overall Length	2,055 mm (80.9 in)	Brakes	Front Disc
Overall Width	740 mm (29.1 in)		Rear Disc
Overall Height	1,355 mm (53.3 in)	Tires	Front 110/90-13M/C 55P, tubeless
Wheelbase	1,465 mm (57.7 in)		Rear 130/70-12 62P, tubeless
Ground Clearance	130 mm (5.1 in)	Fuel Tank Capacity	10.5 L

**Address** (UK110NE/NM)**Get Around All-Rounder**

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



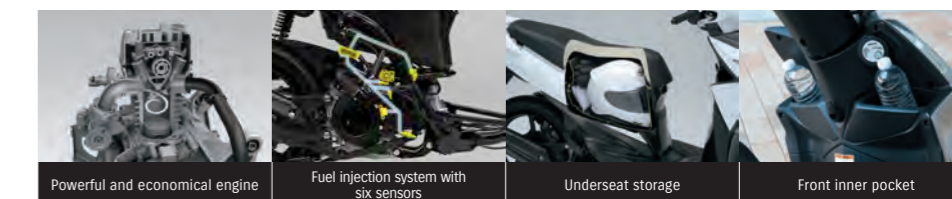
Titan Black (YVU)



Metallic Triton Blue (YSF)



Pearl Brilliant White (YUH)



Powerful and economical engine

Fuel injection system with six sensors

Underseat storage

Front inner pocket



Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	755 mm (29.7 in)
Engine Displacement	113 cm <sup>3</sup> (6.9 cu.in)	Curb Mass	100 kg (220 lbs)
Bore x Stroke	51.0 mm x 55.2 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	CVT		Rear Swingarm type, coil spring, oil damped
Overall Length	1,845 mm (72.6 in)	Brakes	Front Disc
Overall Width	665 mm (26.2 in)		Rear Drum
Overall Height	1,095 mm (43.1 in)	Tires	Front 80/90-14M/C 40P, tubeless
Wheelbase	1,260 mm (49.6 in)		Rear 90/90-14M/C 46P, tubeless
Ground Clearance	120 mm (4.7 in)	Fuel Tank Capacity	5.2 L

# MOTOCROSS



RM-Z250 RM-Z450 RM85/L

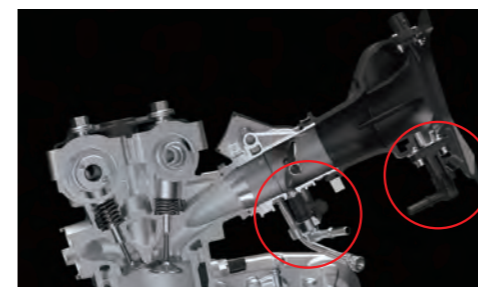
\*Professional rider in closed course.

## BURGMAN SERIES

**RM-Z250** **NEW**



Champion Yellow No.2 (YU1)



### Twin Injector

The RM-Z250's fuel injection system now features two injectors. Instead of using a single injector that can compromise low-end fueling in order to supply enough fuel for top-end power, the primary injector delivers precise low-rpm fueling while a secondary injector at higher rpm provides the extra fuel needed. Plus, while the primary injector now sprays up at the throttle body butterfly valve for better atomization, the secondary injector's location up near the air filter allows more time for atomization and cooling the incoming intake charge for more power.



### Suzuki Holeshot Assist Control (S-HAC)

The new RM-Z250's S-HAC monitors throttle position and gear position in order to adjust ignition timing for maximum acceleration through the three critical stages of a motocross start: the exact moment of launch, getting over the starting gate, and then powering up the start straight. Three settings are available, with A- mode intended for harder surfaces where controlling wheelspin is paramount, B- mode for normal dirt conditions with good traction, and an "off" setting.



### Frame

The RM-Z250 is already known as one of the best-cornering motocross bikes available, but we went to work improving it even more for 2019. The frame and swingarm are all new, with the aluminum frame spars changing to a hollow square section that does away with an internal rib, shedding 370 grams while increasing torsional rigidity by 10 percent for better stability and bump absorption. Using a new hydroforming process for the aluminum swingarm permits a tapered cross-section without any welding, making the new assembly just as rigid with thinner walls for a weight loss of 80grams.



### Front brake disc

All this added speed potential won't help if you can't keep the "Stop" portion of the performance triangle balanced, so we beefed up the RM-Z250's front brake for 2019. The disc diameter has been increased from 250mm to 270mm, and the brake pad material has been changed for more linear response characteristics as you brake harder.

## Designed to Win

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

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine Displacement	249 cm <sup>3</sup> (15.2 cu. in.)
Bore x Stroke	77.0 mm x 53.6 mm
Transmission	5-speed constant mesh
Overall Length	2,185 mm (86.0 in.)
Overall Width	835 mm (32.9 in.)
Overall Height	1,255 mm (49.4 in.)
Wheelbase	1,485 mm (58.5 in.)
Ground Clearance	330 mm (13.0 in.)
Seat Height	955 mm (37.6 in.)
Curb Mass	106 kg (234 lbs)
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 100/90-19 57M, tube type
Fuel Tank Capacity	6.3 L

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KIDS ATV

# RM-Z450

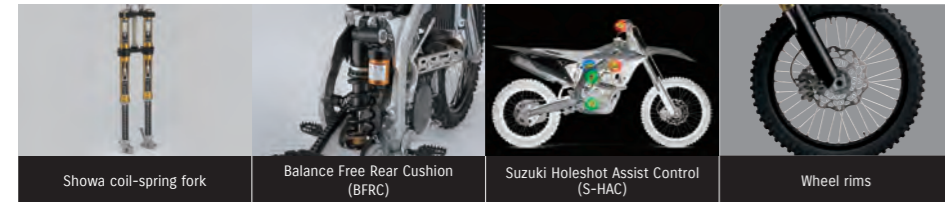


## The Winning Balance

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 14th model year, the RM-Z450 is fully redesigned with a laser focus on achieving this winning balance. Fortunately, the RM-Z450 already has a heritage of 26 world and national championships to build on, including five AMA 450 Motocross and two AMA 450 Supercross titles. To this winning history now comes fully re-engineered engine, chassis and electronics, plus dramatic new styling.



Champion Yellow No.2 (YU1)



Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	960 mm (37.8 in)
Engine Displacement	449 cm <sup>3</sup> (27.4 cu.in)	Curb Mass	112 kg (247 lbs)
Bore x Stroke	96.0 mm x 62.1 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,175 mm (85.6 in)	Brakes	Front Disc
Overall Width	835 mm (32.9 in)		Rear Disc
Overall Height	1,260 mm (49.6 in)	Tires	Front 80/100-21 51M, tube type
Wheelbase	1,480 mm (58.3 in)		Rear 110/90-19 62M, tube type
Ground Clearance	330 mm (13.0 in)	Fuel Tank Capacity	6.3 L

# RM85/L

## Racing Success Starts Here!

Powered by a liquid-cooled, SCEM-plated 84.7cm<sup>3</sup> engine and an agile chassis featuring fully adjustable inverted front forks and rear shock absorber, the RM85 - with 17-inch front / 14-inch rear tires or the RM85L - with 19-inch front / 16-inch rear tires – both got what it takes to fuel the newest memories of future champions.



Champion Yellow No.2 (YU1)  
Photo : RM85L



Champion Yellow No.2 (YU1)  
Photo : RM85



Engine Type	2-stroke, 1-cylinder, liquid-cooled	Curb Mass	73 kg (161 lbs) [RM85] 74 kg (163 lbs) [RM85L]
Engine Displacement	84.7 cm <sup>3</sup> (5.2 cu. in)	Suspension	Front Inverted Telescopic, coil spring, oil damped
Bore x Stroke	48.0 mm x 46.8 mm		Rear Link type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front Disc [RM85] Disc [RM85L]
Overall Length	1,805 mm (71.1 in) [RM85] 1,895 mm (74.6 in) [RM85L]		Rear Disc
Overall Width	735 mm (28.9 in)	Tires	Front 70/100-17 40M, tube type [RM85] 70/100-19 42M, tube type [RM85L]
Overall Height	1,100 mm (43.3 in) [RM85] 1,165 mm (45.9 in) [RM85L]		Rear 90/100-14 49M, tube type [RM85] 90/100-16 52M, tube type [RM85L]
Wheelbase	1,240 mm (48.8 in) [RM85] 1,280 mm (50.4 in) [RM85L]	Fuel Tank Capacity	5.0 L (1.3 US gal)
Ground Clearance	325 mm (12.8 in) [RM85] 355 mm (14.0 in) [RM85L]		
Seat Height	850 mm (33.5 in) [RM85] 875 mm (34.4 in) [RM85L]		

# OFF ROAD



RMX450Z DR-Z400E DR-Z125/L DR-Z50

\*Professional rider in closed course.

ULTIMATE SPORT

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

CRUISER

SCOOTER

MOTO CROSS

OFF ROAD

DUAL PURPOSE

UTILITY ATV

SPORT ATV

KIDS ATV

## RMX450Z

### Serious performance for the trails

Powerful, torquey fuel-injected 449cm<sup>3</sup> engine. Slim, aggressively styled chassis and bodywork. Electric starter. Full-function, two-mode instrument cluster. Sharing core technologies with Suzuki's Championship-winning open-class motocrosser, the RMX450Z rewrites the rules for serious trail riders.



Champion Yellow No.2 (YU1)



Lightweight four-valve, DOHC engine | Fuel injection system | Electric starter switch | Two (sport/standard) mode instrument cluster

#### SCCM

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	950 mm (37.4 in)
Engine Displacement	449 cm <sup>3</sup> (27.4 cu.in)	Curb Mass	123.5 kg (272 lbs)
Bore x Stroke	96.0 mm x 62.1 mm	Suspension	Front Inverted telescopic, coil spring, oil damped
Transmission	5-speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	2,185 mm (86.0 in)	Brakes	Front Disc
Overall Width	840 mm (33.1 in)	Rear	Disc
Overall Height	1,265 mm (49.8 in)	Tires	Front 80/100-21 51M, tube type
Wheelbase	1,485 mm (58.5 in)	Rear	110/100-18 64M, tube type
Ground Clearance	320 mm (12.6 in)	Fuel Tank Capacity	6.2 L

## DR-Z SERIES

## DR-Z400E

### High-Performance Machine Arrives At The Off Road Arena

Compact, lightweight and agile like a 2-stroke motocrosser, and the broad, tractable power and torque of a large-displacement 4-stroke engine - you can have it all, with the DR-Z400E. The powerful engine, narrowly shaped and highly rigid frame, long-travel suspension, large disc brakes and lightweight wheels - all coming together for an exhilarating, dirt-kicking, mud-slinging and hill-climbing performance.



Champion Yellow No.2 (YU1)



Compact and powerful engine | Aluminum-alloy engine protector | 250mm (9.8 in) front disc brake | 55W headlight

#### SCCM

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	935 mm (36.8 in)
Engine Displacement	398 cm <sup>3</sup> (24.3 cu. in)	Curb Mass	138 kg (304 lbs)
Bore x Stroke	90.0 mm x 62.6 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	2,310 mm (90.9 in)	Brakes	Front Disc
Overall Width	825 mm (32.5 in)	Rear	Disc
Overall Height	1,235 mm (48.6 in)	Tires	Front 80/100-21 M/C 51P, tube type
Wheelbase	1,475 mm (58.1 in)	Rear	120/90-18 M/C 65P, tube type
Ground Clearance	315 mm (12.4 in)	Fuel Tank Capacity	10.0 L

## DR-Z SERIES

## DR-Z125L

### Two For The Trails

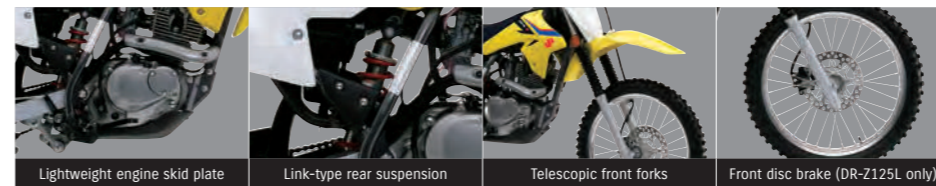
Blending race inspired looks along with an exciting entry-level off road package creates the DR-Z125/L. Built around a time proven chassis and engine package. Inheriting sleek designs from its RM-Z brothers, the DR-Z125/L yields motocross styling that looks good at the local track or a favorite trail.



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



Champion Yellow No.2 (YU1)  
Photo : DR-Z125



Lightweight engine skid plate | Link-type rear suspension | Telescopic front forks | Front disc brake (DR-Z125L only)

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	775 mm (30.5 in) [DR-Z125] 805 mm (32.0 in) [DR-Z125L]
Engine Displacement	124 cm <sup>3</sup> (7.6 cu. in)	Curb Mass	88 kg (194 lbs) [DR-Z125] 89 kg (196 lbs) [DR-Z125L]
Bore x Stroke	57.0 mm x 48.8 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5 -speed constant mesh	Rear	Link type, coil spring, oil damped
Overall Length	1,835 mm (72.2 in) [DR-Z125] 1,885 mm (74.2 in) [DR-Z125L]	Brakes	Front Drum [DR-Z125] / Disc [DR-Z125L]
Overall Width	770 mm (30.3 in)	Rear	Drum
Overall Height	1,085 mm (42.7 in) [DR-Z125] 1,110 mm (43.7 in) [DR-Z125L]	Tires	Front 70/100-17 40M, tube type [DR-Z125] 70/100-19 42M, tube type [DR-Z125L]
Wheelbase	1,245 mm (49.0 in) [DR-Z125] 1,270 mm (50.0 in) [DR-Z125L]	Rear	90/100-14 49M, tube type [DR-Z125] 90/100-16 52M, tube type [DR-Z125L]
Ground Clearance	260 mm (10.2in.) [DR-Z125] 290 mm (11.4 in) [DR-Z125L]	Fuel Tank Capacity	4.8L

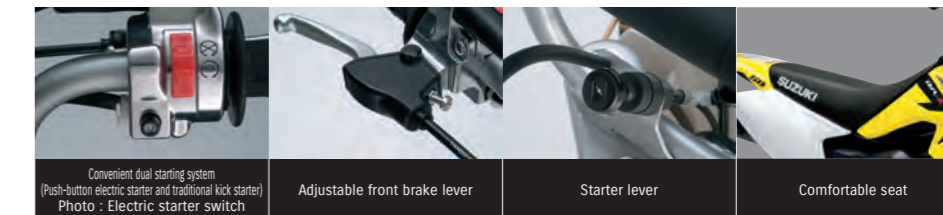
## DR-Z SERIES

### Laying The Foundation Of Riding Fun

Torque-packed, electric-starting 50cm<sup>3</sup> 4-stroke engine. Super-cool race-style looks. An easy and fun choice for children to learn the fundamentals of riding. With an adequately sized engine and adequately sized chassis, the user-friendly DR-Z50 is ready for many enjoyable years down the road.



Champion Yellow No.2 (YU1)



Convenient dual starting system (Push-button electric starter and traditional kick starter) | Adjustable front brake lever | Starter lever | Comfortable seat  
Photo : Electric starter switch

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	560 mm (22.0 in)
Engine Displacement	50 cm <sup>3</sup> (3.1 cu. in)	Curb Mass	54 kg (119 lbs)
Bore x Stroke	39.0 mm x 41.8 mm	Suspension	Front Inverted telescopic, coil spring
Transmission	3-speed constant mesh	Rear	Swingarm type, coil spring, oil damped
Overall Length	1,320 mm (52.0 in)	Brakes	Front Drum
Overall Width	580 mm (22.8 in)	Rear	Drum
Overall Height	790 mm (31.1 in)	Tires	Front 2.50-10 33J, tube type
Wheelbase	935 mm (36.8 in)	Rear	2.50-10 33J, tube type
Ground Clearance	135 mm (5.3 in)	Fuel Tank Capacity	3.0 L

ULTIMATE SPORT

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SUPER SPORT

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CRUISER

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UTILITY ATV

SPORT ATV

KIDS ATV

# DUAL PURPOSE



DR650SE DR-Z400S DR200S DR200SE TS185ER TF125

## DR SERIES

### DR650SE

#### Wherever Your Road Leads

Light and maneuverable, the DR650SE adds meaning to dual sport motorcycling with freedom and exhilaration. Powerful performance on the street and over trails is the result of an ideal power-to-weight ratio, front forks with a progressive action, a range of high-quality features and tough design. Discover the dual sport the way it was meant to be. The DR650SE will take you there.



Solid Black (019)



Air-cooled, SOHC engine Telescopic front fork suspensions Front disc brake 60/55W halogen headlight



SCEM

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	885 mm (34.8 in)
Engine Displacement	644 cm <sup>3</sup> (39.3 cu. in)	Curb Mass	166 kg (366 lbs)
Bore x Stroke	100.0 mm x 82.0 mm	Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Transmission	5-speed constant mesh	Brakes	Front Disc Rear Disc
Overall Length	2,255 mm (88.8 in)	Tires	Front 90/90-21M/C 54S, tube type Rear 120/90-17M/C 64S, tube type
Overall Width	865 mm (34.1 in)	Fuel Tank Capacity	13.0 L
Overall Height	1,195 mm (47.0 in)		
Wheelbase	1,490 mm (58.7 in)		
Ground Clearance	265 mm (10.4 in)		

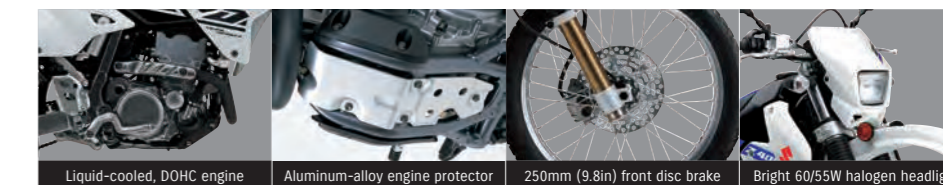
### DR-Z400S

#### Breaking New Ground In 4-stroke Dual-Sport Riding

The DR-Z400S breaks new ground in off road/dual-sport riding by offering the broad, tractable power and torque of an advanced engine and a compact, light and agile chassis. Fully street-legal, the nimble handling and excellent 4-stroke engine for tackling enduro runs also give the DR-Z400S a downright pleasure to ride on highway and in the city.



Solid Special White No.2 (30H)



Liquid-cooled, DOHC engine Aluminum-alloy engine protector 250mm (9.8in) front disc brake Bright 60/55W halogen headlight



SCEM

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Seat Height	935 mm (36.8 in)
Engine Displacement	398 cm <sup>3</sup> (24.3 cu. in)	Curb Mass	146 kg (322 lbs)
Bore x Stroke	90.0 mm x 62.6 mm	Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Transmission	5-speed constant mesh	Brakes	Front Disc Rear Disc
Overall Length	2,310 mm (90.9 in)	Tires	Front 80/100-21M/C 51P, tube type Rear 120/90-18M/C 65P, tube type
Overall Width	875 mm (34.4 in)	Fuel Tank Capacity	10.0 L
Overall Height	1,230 mm (48.4 in)		
Wheelbase	1,485 mm (58.5 in)		
Ground Clearance	300 mm (11.8 in)		

ULTIMATE SPORT

KATANA

SUPER SPORT

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CRUISER

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KIDS ATV

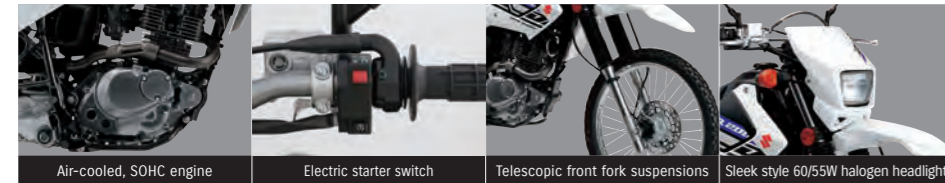
## DR 200S

### All-Road Style for Many Miles

Racy style meets dependable performance. Increased riding comfort meets proven reliability. High-mileage performance meets the dirt and the street. For 2015, Suzuki updated and enhanced the DR200S to satisfy a wide range of motorcycling needs.



Solid Special White No.2 (30H)



**SCEM**

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	845 mm (33.3 in)
Engine Displacement	199 cm <sup>3</sup> (12.1 cu. in)	Curb Mass	126 kg (278 lbs)
Bore x Stroke	66.0 mm x 58.2 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,155 mm (84.8 in)	Brakes	Front Disc
Overall Width	805 mm (31.7 in)		Rear Drum
Overall Height	1,140 mm (44.9 in)	Tires	Front 70/100-21M/C 44P, tube type
Wheelbase	1,405 mm (55.3 in)		Rear 100/90-18M/C 56P, tube type
Ground Clearance	255 mm (10.0 in)	Fuel Tank Capacity	12.5 L

## DR 200SE (Multi-Purpose type)

### Comfort, Strength, Convenience & Power

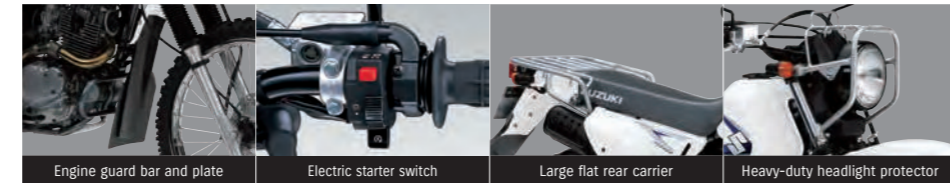
The DR200SE is a well-known versatile bike boasting a strong off road heritage. A multi-purpose utility motorcycle, the DR200SE is built without compromise and designed for the rigorous conditions.



Solid Special White No.2 (30H)



Solid Black (019)



**SCEM**

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Seat Height	850 mm (33.5 in)
Engine Displacement	199 cm <sup>3</sup> (12.1 cu. in)	Curb Mass	132 kg (291 lbs)
Bore x Stroke	66.0 mm x 58.2 mm	Suspension	Front Telescopic, coil spring, oil damped
Transmission	5-speed constant mesh		Rear Link type, coil spring, oil damped
Overall Length	2,220 mm (87.4 in)	Brakes	Front Disc
Overall Width	940 mm (37.0 in)		Rear Drum
Overall Height	1,185 mm (46.7 in)	Tires	Front 70/100-21 44M, tube type
Wheelbase	1,405 mm (55.3 in)		Rear 90/100-18 54M, tube type
Ground Clearance	260 mm (10.2 in)	Fuel Tank Capacity	13.0 L

## TS185ER

### At Home Over Roads Rough And Smooth

Let the TS185ER's power and well-proved, versatile design work for you. Enjoy its functional and practical features that are built matched to the needs of day-to-day road and trails riding. You'll feel more at home on the TS185ER, whether the road is rough or smooth.



Solid Special White No.2 (30H)



Engine Type	2-stroke, 1-cylinder, air-cooled	Curb Mass	102 kg (225 lbs)
Engine Displacement	183 cm <sup>3</sup> (11.2 cu. in)	Suspension	Front Telescopic, coil spring, oil damped
Bore x Stroke	64.0 mm x 57.0 mm		Rear Swingarm type, coil spring, oil damped
Transmission	5-speed constant mesh	Brakes	Front Drum
Overall Length	2,160 mm (85.0 in)		Rear Drum
Overall Width	860 mm (33.9 in)	Tires	Front 2.75-21 45P, tube type
Overall Height	1,125 mm (44.3 in)		Rear 4.10-18 59P, tube type
Wheelbase	1,375 mm (54.1 in)	Fuel Tank Capacity	7.0 L
Ground Clearance	255 mm (10.0 in)		
Seat Height	835 mm (32.9 in)		

## TF125

### Your Reliable Working Partner On Tough Terrains

The TF125, powered by a tough and reliable power-reed-valve air-cooled 2-stroke engine, is a bike that's tailor-equipped to fully meet the requirements of a run-about vehicle in versatile tough-work use. It topped off by special protectors, extended fenders, both right-and-left sidestands, big luggage carrier and wide-tread block pattern tires ready for rough road riding.



Solid Special White No.2 (30H)



Engine Type	2-stroke, 1-cylinder, air-cooled	Curb Mass	102 kg (225 lbs)
Engine Displacement	123 cm <sup>3</sup> (7.5 cu. in)	Suspension	Front Telescopic, coil spring, oil damped
Bore x Stroke	56.0 mm x 50.0 mm		Rear Swingarm type, coil spring, oil damped
Transmission	6-speed constant mesh	Brakes	Front Drum
Overall Length	2,170 mm (85.4 in)		Rear Drum
Overall Width	935 mm (36.8 in)	Tires	Front 2.75-21 4PR, tube type
Overall Height	1,150 mm (45.3 in)		Rear 4.10-18 4PR, tube type
Wheelbase	1,335 mm (52.6 in)	Fuel Tank Capacity	13.0 L
Ground Clearance	250 mm (9.8 in)		
Seat Height	835 mm (32.9 in)		

# UTILITY ATV



**KINGQUAD 750AXi 4x4/Power Steering/Special Edition**    **KINGQUAD 500AXi 4x4/Power Steering/Special Edition**  
**KINGQUAD 400ASi 4x4**    **KINGQUAD 400FSi 4x4**    **OZARK 250**

## KINGQUAD SERIES

**SUZUKI KINGQUAD** POWER STEERING (LT-A750X/XP/XPZ) **NEW**

### Built Tough for Every Ride

These ATVs achieve a higher level of balance between practical use and leisure riding. So, they are equally suitable for ranching and agriculture or for trail riding and outdoors use. Suzuki believes, there is a wide array of customers who could use and enjoy these ATVs while using them for farming, ranching, chores, trail riding, hunting or other types of pleasure.



Flame Red (YT9)  
Photo : LT-A750XPZ



Metallic Mat Colorado Bronze (QMA)  
Photo : LT-A750XPZ



Solid Special White No.2 (30H)  
Photo : LT-A750XPZ



Terra Green (YLG)  
Photo : LT-A750XPZ



Solid Mat Sword Black (QFA)  
Photo : LT-A750XPZ



True Timber XD3 (PHW)  
Photo : LT-A750XP

**SUZUKI KINGQUAD** POWER STEERING (LT-A500X/XP/XPZ) **NEW**



Metallic Mat Colorado Bronze (QMA)  
Photo : LT-A500XPZ



Flame Red (YT9)  
Photo : LT-A500XPZ



Solid Special White No.2 (30H)  
Photo : LT-A500XPZ



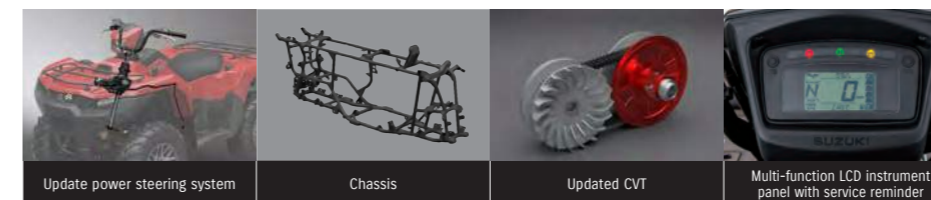
Terra Green (YLG)  
Photo : LT-A500XPZ



Solid Mat Sword Black (QFA)  
Photo : LT-A500XPZ



True Timber XD3 (PHW)  
Photo : LT-A500XP



Update power steering system

Chassis

Updated CVT

Multi-function LCD instrument panel with service reminder



SCEM

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Curb Mass	320 kg (705 lbs) [LT-A750X] 329 kg (725 lbs) [LT-A750XP] 327 kg (721 lbs) [LT-A750XPZ]
Engine Displacement	722 cm <sup>3</sup> (44.1 cu. in.)	Suspension	Front Independent, double wishbone, coil spring, oil damped Rear Independent, double wishbone, coil spring, oil damped
Bore x Stroke	104.0 mm x 85.0 mm	Brakes	Front Disc, twin Rear Sealed oil-bathed multi-disc
Transmission	CVT, 2-speed forward with reverse	Tires	Front AT25x8-12 <sup>20*</sup> , tubeless Rear AT25x10-12 <sup>20*</sup> , tubeless
Overall Length	2,150 mm (84.7 in.)	Fuel Tank Capacity	17.5 L
Overall Width	1,215 mm (47.8 in.)		
Overall Height	1,285 mm (50.6 in.)		
Wheelbase	1,285 mm (50.6 in.)		
Ground Clearance	260 mm (10.2 in.)		
Seat Height	920 mm (36.2 in.)		

\*North American Spec. shown



Handlebar-mounted headlight.

T-shaped seat

lightweight aluminum wheels

LED taillight



SCEM

Engine Type	4-stroke, 1-cylinder, liquid-cooled, SOHC	Curb Mass	315 kg (694 lbs) [LT-A500X] 324 kg (714 lbs) [LT-A500XP] 322 kg (710 lbs) [LT-A500XPZ]
Engine Displacement	493 cm <sup>3</sup> (30.1 cu. in.)	Suspension	Front Independent, double wishbone, coil spring, oil damped Rear Independent, double wishbone, coil spring, oil damped
Bore x Stroke	87.5 mm x 82.0 mm	Brakes	Front Disc, twin Rear Sealed oil-bathed multi-disc
Transmission	CVT, 2-speed forward with reverse	Tires	Front AT25x8-12 <sup>20*</sup> , tubeless Rear AT25x10-12 <sup>20*</sup> , tubeless
Overall Length	2,150 mm (84.7 in.)	Fuel Tank Capacity	17.5 L
Overall Width	1,215 mm (47.8 in.)		
Overall Height	1,285 mm (50.6 in.)		
Wheelbase	1,285 mm (50.6 in.)		
Ground Clearance	260 mm (10.2 in.)		
Seat Height	920 mm (36.2 in.)		

\*North American Spec. shown

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KIDS ATV

## KINGQUAD SERIES



### Equipped And Styled To Impress

Styled to impress with its edgy, sporty bodywork. Tailored to user comfort and convenience. The KINGQUAD 400ASI/4x4, powered by a responsive, fuel-injected 376cm<sup>3</sup> 4-valve engine mated to a convenient, fully automatic CVT transmission, delivers a comprehensive package of features, performance and affordability.



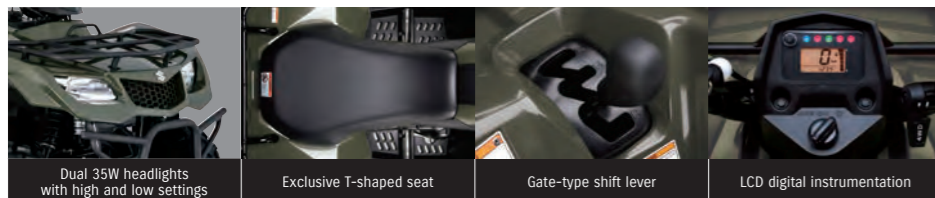
Terra Green (YLG)



Solid Special White No.2 (30H) Flame Red (YT9)



True Timber XD3 (PHW) Solid Mat Sword Black (QFA)



Dual 35W headlights with high and low settings Exclusive T-shaped seat Gate-type shift lever LCD digital instrumentation

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Curb Mass	287 kg (633 lbs)
Engine Displacement	376 cm <sup>3</sup> (22.9 cu. in)	Suspension	Front Independent, double wishbone, coil spring, oil damped
Bore x Stroke	82.0 mm x 71.2 mm		Rear Swingarm type, coil spring, oil damped
Transmission	CVT, 2-speed forward with reverse	Brakes	Front Disc, twin
Overall Length	2,060 mm (81.1 in)		Rear Drum
Overall Width	1,145 mm (45.1 in)	Tires	Front AT25x8-12 <sup>***</sup> , tubeless
Overall Height	1,220 mm (48.0 in)		Rear AT25x10-12 <sup>***</sup> , tubeless
Wheelbase	1,270 mm (50.0 in)	Fuel Tank Capacity	16.0 L
Ground Clearance	250 mm (9.8 in)		
Seat Height	840 mm (33.1 in)		

\*North American Spec. shown



### Performance With Function And Style

Sporty and stylish bodywork. A comprehensive set of features for user convenience and comfort. The KINGQUAD 400FSI/4x4, powered by an efficient fuel-injected 376cm<sup>3</sup> 4-valve engine matched to a functional semi-automatic 5-speed transmission, is designed, equipped and ready to deliver class-leading performance.



Terra Green (YLG)



Flame Red (YT9)



True Timber XD3 (PHW)



Large, 25-inch CARLISLE tires Convenient rear rack 12V DC power outlet Front bumper with large-diameter steel tubing

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Curb Mass	281 kg (619 lbs)
Engine Displacement	376 cm <sup>3</sup> (22.9 cu. in)	Suspension	Front Independent, double wishbone, coil spring, oil damped
Bore x Stroke	82.0 mm x 71.2 mm		Rear Swingarm type, coil spring, oil damped
Transmission	5-speed forward constant mesh, 2-speed forward with reverse	Brakes	Front Disc, twin
Overall Length	2,060 mm (81.1 in)		Rear Drum
Overall Width	1,145 mm (45.1 in)	Tires	Front AT25x8-12 <sup>***</sup> , tubeless
Overall Height	1,220 mm (48.0 in)		Rear AT25x10-12 <sup>***</sup> , tubeless
Wheelbase	1,270 mm (50.0 in)	Fuel Tank Capacity	16.0 L
Ground Clearance	250 mm (9.8 in)		
Seat Height	840 mm (33.1 in)		

\*North American Spec. shown



### Practical, Convenient, Value, Fun

Four simple words. Seemingly worlds apart. Yet joined by one remarkable machine. Practical and at home on the farm, the ranch, the job site. Convenient to use with electric start, an automatic clutch, a five-speed transmission with reverse. Delivering good value with great features and a proven, low-maintenance design. Ready for fun when the work is done. The Suzuki OZARK 250. Waiting for you.



Terra Green (YLG)



Flame Red (YT9)



Multi-reflector headlights Steel-tube rear rack Full floorboards with serrated steel footpegs Ample steel-tube bumper and grill guard

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Curb Mass	198 kg (437 lbs)
Engine Displacement	246 cm <sup>3</sup> (15.0 cu. in)	Suspension	Front Independent, double wishbone, coil spring, oil damped
Bore x Stroke	66.0 mm x 72.0 mm		Rear Swingarm type, coil spring, oil damped
Transmission	5-speed forward with reverse	Brakes	Front Disc, twin
Overall Length	1,800 mm (70.9 in)		Rear Drum
Overall Width	1,045 mm (41.1 in)	Tires	Front AT22x7-11 <sup>**</sup> , tubeless
Overall Height	1,070 mm (42.1 in)		Rear AT22x10-9 <sup>**</sup> , tubeless
Wheelbase	1,140 mm (44.9 in)	Fuel Tank Capacity	9.7 L
Ground Clearance	210 mm (8.3 in)		
Seat Height	785 mm (30.9 in)		

\*North American Spec. shown



ULTIMATE SPORT

KATANA

SUPER SPORT

STREET

SPORT ADVENTURE TOURER

CRUISER

SCOOTER

MOTO CROSS

OFF ROAD

DUAL PURPOSE

UTILITY ATV

SPORT ATV

KIDS ATV

# SPORT&KIDS ATV



SPORT ATV **QuadSport Z400**

KIDS ATV **QuadSport Z90 QuadSport Z50**

## QUADSPORT SERIES

*QuadSport Z400* (LT-Z400)

### Engineered For Fun

Looking forward to carving the face of a sand dune? Splashing through a creek crossing? Picking a path up a rocky desert canyon? Engineered for fun, the QuadSport Z400 stands ready to transport you to such moments with torque-loaded performance, sporty chassis and an aggressive styling.



Champion Yellow No.2 / Solid Black (GY8)

Solid Special White No.2 (30H)



398cm<sup>3</sup> liquid-cooled engine

SCEM plated cylinder

Double-wishbone front suspension

T-shaped seat



SCEM

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC	Curb Mass	193 kg (425 lbs)
Engine Displacement	398 cm <sup>3</sup> (24.3 cu. in.)	Suspension	Front Independent, double wishbone, coil spring, oil damped
Bore x Stroke	90.0 mm x 62.6 mm		Rear Swingarm type, coil spring, oil damped
Transmission	5-speed forward with reverse	Brakes	Front Disc, twin
Overall Length	1,830 mm (72.0 in.)		Rear Disc
Overall Width	1,190 mm (46.9 in.)	Tires	Front AT22x7R10 <sup>30H</sup> , tubeless
Overall Height	1,145 mm (45.1 in.)		Rear AT20x10R9 <sup>30H</sup> , tubeless
Wheelbase	1,245 mm (49.0 in.)	Fuel Tank Capacity	9.1 L
Ground Clearance	265 mm (10.4 in.)		
Seat Height	810 mm (31.9 in.)		

## QUADSPORT SERIES

*QuadSport Z90* (LT-Z90)

### Fun Redefined

Suzuki redefines fun with the QuadSport Z90. This youth-sized four-stroke machine is the perfect compliment to your adult-sized four-stroke machine. Value, aggressive QuadSport Z400-like styling, ease of use, reliability, these are the traits of the QuadSport Z90.



Champion Yellow No.2 (YU1)



Full floorboards

T-shaped seat

Electric starter switch

Front bumper



SCEM

Engine Type	4-stroke, 1-cylinder, air-cooled, SOHC	Curb Mass	127 kg (280 lbs)
Engine Displacement	90 cm <sup>3</sup> (5.5 cu. in.)	Suspension	Front Independent, swing axle, coil spring, oil damped
Bore x Stroke	45.5 mm x 55.2 mm		Rear Swingarm type, coil spring, oil damped
Transmission	CVT	Brakes	Front Drum
Overall Length	1,505 mm (46.9 in.)		Rear Drum
Overall Width	875 mm (34.4 in.)	Tires	Front AT19x7-8 <sup>30</sup> , tubeless
Overall Height	915 mm (36.0 in.)		Rear AT19x7-8 <sup>30</sup> , tubeless
Wheelbase	1,005 mm (39.6 in.)	Fuel Tank Capacity	6.0 L
Ground Clearance	150 mm (5.9 in.)		
Seat Height	650 mm (25.6 in.)		

*QuadSport Z50* (LT-Z50)

### Big Fun For Little Guys

Getting outside and exploring together is one of the joys of being a parent. Sharing adventure, making discoveries and having fun. That's exactly what the Suzuki QuadSport Z50 is all about. Like Suzuki's full-size, high-performance quads, it's packed with quality, and style. The difference is, the QuadSport Z50 is sized to fit the younger fun-seeker.



Champion Yellow No.2 (YU1)



Sharp front mask

Throttle limiter

Single A-arm front suspension

Full floorboards and engine cover



SCEM

Engine Type	4-stroke, 1-cylinder, air-cooled, OHV	Curb Mass	79 kg (174 lbs)
Engine Displacement	49 cm <sup>3</sup> (3.0 cu. in.)	Suspension	Front Independent, swing axle, coil spring, oil damped
Bore x Stroke	36.0 mm x 48.6 mm		Rear Swingarm type, coil spring, oil damped
Transmission	CVT	Brakes	Front Drum
Overall Length	1,270 mm (50.0 in.)		Rear Drum
Overall Width	760 mm (29.9 in.)	Tires	Front AT16x8-7 <sup>30</sup> , tubeless
Overall Height	765 mm (30.1 in.)		Rear AT16x8-7 <sup>30</sup> , tubeless
Wheelbase	830 mm (32.7 in.)	Fuel Tank Capacity	2.6 L
Ground Clearance	120 mm (4.7 in.)		
Seat Height	535 mm (21.1 in.)		

ULTIMATE SPORT

KATANA

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UTILITY ATV

SPORT ATV

KIDS ATV

# SUZUKI HISTORY

History progressed with customers worldwide.

**1952**

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



**1962**

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



**1971**

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



**1981**

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

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



**1993**

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



**1999**

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



**2001**

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



**2008**

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



**2010**

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



**2013**

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



**2017**

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



1900

1950

1960

1970

1980

1990

2000

2010

2020



**1909**

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



**1958**

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



**1965**

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



**1976**

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

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



**1985**

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



**1996**

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



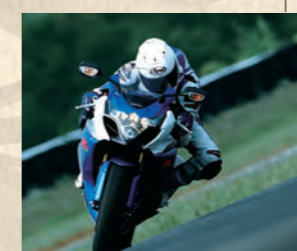
**2000**

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



**2005**

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



**2009**

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



**2012**

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



**2016**

The all new GSX-R1000/R, Suzuki flagship model is finally launched. In addition, V-Strom 1000/XT, V-Strom 650/XT, GSX-S750, BURGMAN 400 etc., the total 9 new models are introduced. In MotoGP, Team SUZUKI ECSTAR, Maverick Viñales wins the championship at the British Grand Prix with GSX-RR in the second season after coming back.



**2018**

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

# GO! SUZUKI!!!!



Suzuki race bikes are born and refined on our test track, waiting to be ridden fast. They leave their birthplace, fueled with our strong passion and our craving hope for victory.

At this very place, new bikes are about to be born, bikes which have inherited the same blood of our polished and battle-hardened racers, brought up in the unsparing world of competition.

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

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



## SUZUKI GENUINE PARTS

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



# EGSTAR

## SUZUKI GENUINE OIL



## Safety Information

### DR-Z50

The DR-Z50 is designed for use by children and off road use only – not for use on public roads. Single rider only – weight limit 40kg (88 lbs). Not recommended for children under age 7. Parental supervision required during operation. Rider must always wear a helmet, eye protection and protective clothing. Ride safely and be thoughtful of others.

### UTILITY ATV

The Suzuki KINGQUAD 750AXi 4x4 Power Steering (LT-A750XP), KINGQUAD 750AXi 4x4 (LT-A750X), KINGQUAD 750AXi 4x4 Power Steering Special Edition (LT-A750XPZ), KINGQUAD 500AXi 4x4 Power Steering (LT-A500XP), KINGQUAD 500AXi 4x4 (LT-A500X), KINGQUAD 500AXi 4x4 Power Steering Special Edition (LT-A500XPZ), KINGQUAD 400ASi 4x4 (LT-A400F), KINGQUAD 400FSi 4x4 (LT-F400F), OZARK 250 (LT-F250) may be used only by those aged 16 and older. ATVs can be hazardous to operate. For your safety, always wear a helmet, eye protection and protective clothing. Always avoid paved surfaces. Never ride on public roads. Never carry passengers or engage in stunt riding. Riding and alcohol or other drugs don't mix. Avoid excessive speed. Be extra careful on difficult terrain. Read your Owner's Manual carefully.

### MOTOCROSS

The RM-Z450, RM-Z250, RM85L and RM85 are for closed-course competition and related practices use only. Always supervise young riders.

### SPORT ATV

The Suzuki QuadSport Z400 (LT-Z400) is engineered for experienced riders, and is may be used only by those aged 16 and older. ATVs can be hazardous to operate. For your safety, always wear a helmet, eye protection and protective clothing. Always avoid paved surfaces. Never ride on public roads. Never carry passengers or engage in stunt riding. Riding and alcohol or other drugs don't mix. Avoid excessive speed. Be extra careful on difficult terrain. Read your Owner's Manual carefully.

### KIDS ATV

The Suzuki QuadSport Z90 (LT-Z90) may be used by those aged 12 and older. The Suzuki QuadSport Z50 (LT-Z50) may be used by those aged 6 and older. Adult must always supervise riders under the age of 16. ATVs can be hazardous to operate. For your safety, always wear a helmet, eye protection and protective clothing. Always avoid paved surfaces. Never ride on public roads. Never carry passengers or engage in stunt riding. Never exceed the Suzuki QuadSport Z90 (LT-Z90) load capacity of 90kg (198 lbs). Never exceed the Suzuki QuadSport Z50 (LT-Z50) load capacity of 38kg (84 lbs). Riding and other drugs don't mix. Avoid excessive speed. Be extra careful on difficult terrain. Read your Owner's Manual carefully.