



SUZUKI MOTORCYCLE 2022



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.

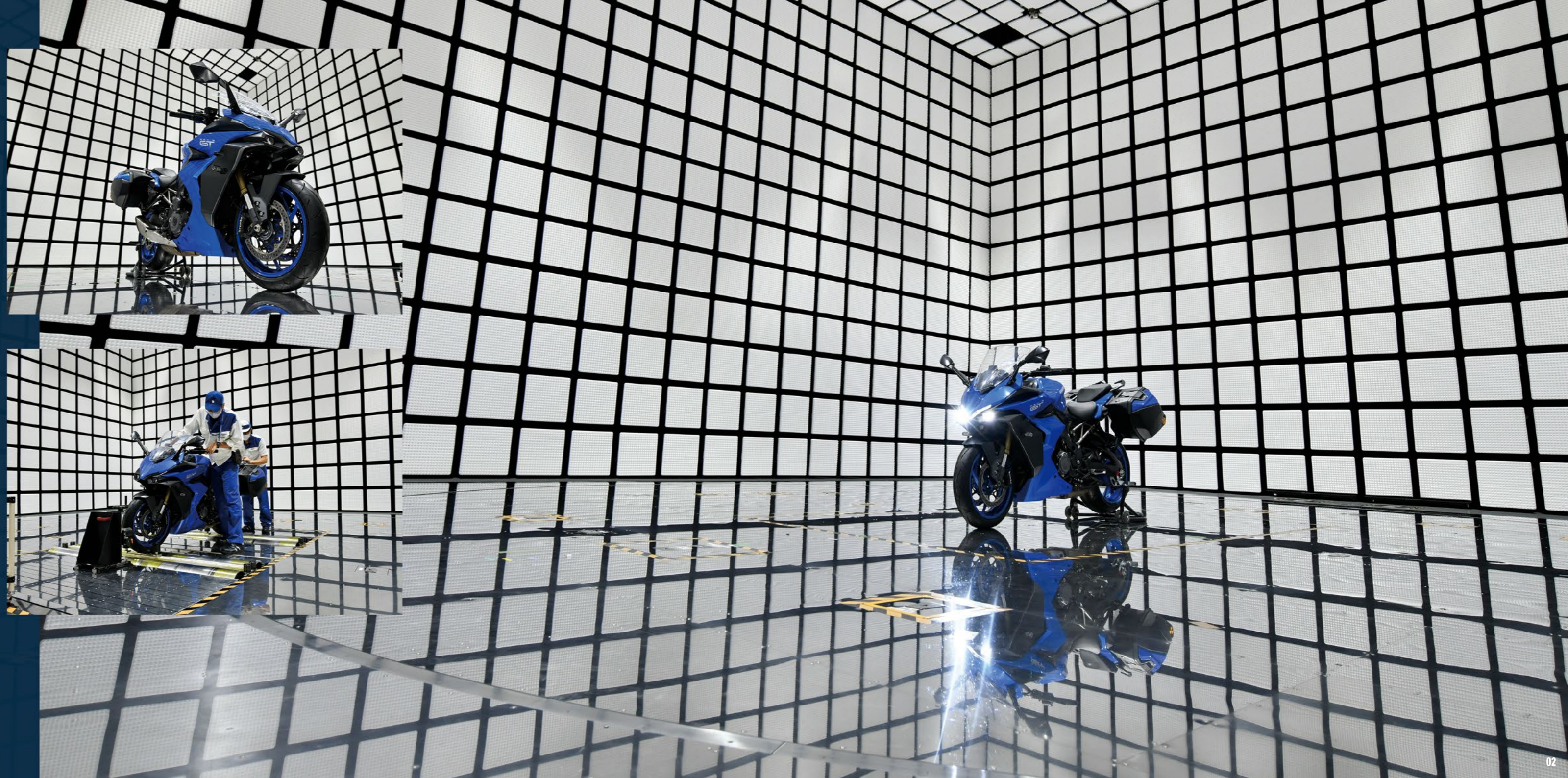
www.globalsuzuki.com

- 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.



What is "Our Passion"?

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



Our Motorcycles, Our Passion.

Motorcycles are the easiest, fastest, go-anywhere transportation and they help people widen the world. Furthermore, motorcycles, through its one-of-a-kind sensory ride experience, bring various unique feelings of enjoyment. To help create a better society by providing motorcycles, which are easy to use and give freedom of everyday transportation with peace of mind to the many people around the world who see fun and dreams in motorcycles. To offer a fulfilling life with owning a Suzuki motorcycle as a lifestyle partner, for both daily life and leisure, by delivering Suzuki-style excitement such as riding pleasure and the refreshing sensation of wind and sunlight. To share a passion for discovery and, as a team of motorcycle enthusiasts ourselves, to be thrilled to undertake new challenges for the happiness of our customers.



SUZUKI'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.

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

RUN

TURN

STOP

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

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

OUR MANUFACTURING SPIRIT POWERS YOUR SUZUKI.

Providing 'value-packed products'

In our 100 years of manufacturing history, 69 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 P12

GSX-S



STREET

GSX-S1000GT P18



GSX-S1000 P19



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V-STROM



SPORT ADVENTURE TOURER

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SPORT

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STREET

SV650 P21



SV650X P21

BURGMAN



SCOOTER

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RM-Z



MOTOCROSS

RM-Z450 P30



RM-Z250 P30

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.

S.I.R.S Suzuki Intelligent Ride System

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

Hill Hold Control System

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

Suzuki Drive Mode Selector

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

Suzuki Racing Variable Valve Timing

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



Power Mode Selector

Select between three different engine output modes that control power delivery to match road and riding conditions. Mode 1 provides the sharpest throttle response and delivers maximum power. It's a solid choice for the experienced rider out for a sporty run. Mode 2 provides softer throttle response and more linear power delivery. That makes it a practical mode for daily riding. Mode 3 provides the softest throttle response and features a more gentle power curve with reduced maximum output.

Engine Brake Control system

This system cancels out the effect of engine braking to suppress rear tire sliding or skipping and provide smoother, more controllable behavior. A choice of three modes plus an OFF setting let you control the effective strength of engine braking to match riding conditions or your preference.

Anti-lift Control system

Suzuki has successfully developed an advanced system that maximizes acceleration performance while preventing the front wheel from lifting off the ground. The system offers a choice of 10 mode settings when turned on, with Mode 1 providing minimal control and Mode 10 making it virtually impossible to lift the front wheel, even when fully opening the throttle with a passenger on the back.

Active Speed Limiter

A first in the motorcycle industry, this system lets you set a speed you do not wish to exceed and then accelerate and decelerate as you please up to that speed. This helps lessen worries about the bike exceeding your chosen speed limit.

Emergency Stop Signal

Another first on a motorcycle in Suzuki, this function rapidly flashes the front and rear turn signals to alert following vehicles if you brake suddenly at speeds of 55 km/h or higher.



Cruise Control System

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



Slope Dependent Control System

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



Ride By Wire

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



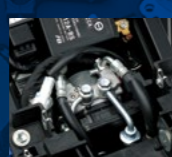
Load Dependent Control System

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



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.



Motion Track Brake 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.



Antilock Brake System

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



ABS Mode

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



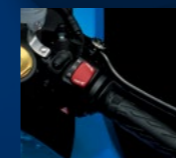
Traction Control System

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.



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.



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 Ram Air-Direct

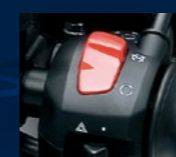
The Suzuki Ram Air-Direct (SRAD) air intakes are positioned close to the centerline of the fairing nose - the position offering optimum intake efficiency. This results in better intake efficiency, increase engine power in high speed.

* The technology is used in GSX-R1000/R.



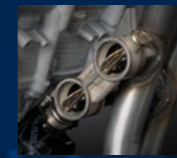
Key-Less Ignition System

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.



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 Exhaust Tuning Alpha

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



Suzuki Top Feed Injector

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



Suzuki Exhaust Tuning

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



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.



EURO 4 / EURO 5 conformed

Only models with European specifications comply with the EURO 4 and EURO 5 emission regulations.



Suzuki Holeshot Assist Control

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



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

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



Suzuki Composite Electrochemical Material

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



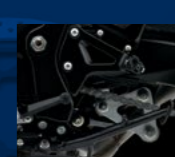
Suzuki Advanced Immobilizer System

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



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.



HAYABUSA

隼
Hayabusa



Glass Sparkle Black / Candy Burnt Gold (B5L)



Metallic Matte Sword Silver / Candy Daring Red (B5M)



Pearl Brilliant White / Metallic Matte Stellar Blue (B5N)

Perfectly Poised

Famed for its abundant power, agility and majestic presence. Legendary for establishing new levels of ultimate sport performance, and for retaining the number one position for the past two decades in the class it created. Total commitment and tireless effort give birth to a new generation perfectly poised to carry riders boldly into the future.

Engine Type	Four-stroke, liquid-cooled, DOHC, in-line four
Engine Displacement	1 340 cm ³
Bore x Stroke	81 mm x 65 mm
Transmission	6-speed constant mesh
Engine Power	190 HP (140 kW) / 9 700 rpm
Engine Torque	150 Nm / 7 000 rpm
Overall Length	2 180 mm
Overall Width	735 mm
Overall Height	1 165 mm
Wheelbase	1 480 mm
Ground Clearance	125 mm
Seat Height	800 mm
Curb Mass	264 kg
Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Brembo Stylema®, 4-piston, twin disc, ABS-equipped Rear Nissin, 1-piston, single disc, ABS-equipped
Tires	Front 120/70ZR17M/C (58W), tubeless Rear 190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	20 L
Consumption*	6.7 L / 100 km
CO ₂ emission*	157 g / km

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

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



Power Mode Selector



Engine Brake Control system



Anti-lift Control system



Active Speed Limiter



Emergency Stop Signal



SCAS (Suzuki Cruise Assist System)



SCEN (Suzuki Cruise Control Engine Noise)



LOW RPM ASSIST



SCAS (Suzuki Cruise Assist System)



SCAS (Suzuki Cruise Assist System)



SAIS (Suzuki Active Idle Stop System)



EURO5



ABS



SET (Suzuki Electronic Throttle)



Launch Control System



Bi-directional Quick Shift System



SDMS-α for a smarter, surer ride

Suzuki Drive Mode Selector Alpha (SDMS-α) groups together five advanced electronic control systems while enabling riders to select individual settings for each. It optimizes performance characteristics and behavior to best suit varying road surfaces, riding conditions and preferred riding styles.



Anti-lift Control system

Suzuki has successfully developed an advanced system that maximizes acceleration performance while preventing the front wheel from lifting off the ground. The system offers a choice of 10 mode settings when turned on, with Mode 1 providing minimal control and Mode 10 making it virtually impossible to lift the front wheel, even when fully opening the throttle with a passenger on the back.



Bi-directional Quick Shift System

Shift up or down more quickly and easily without the need to operate the clutch or throttle. Quick Shift offers two modes. Mode 1 reacts more quickly to replicate racing-style response, while Mode 2 offers a lighter touch.



The beauty of fine instrumentation

Riders love the familiar layout and outstanding functionality of the Hayabusa's instrument cluster. Now it benefits from a number of carefully considered touches that make its functional brilliance shine even brighter.



KATANA



NEW

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 152 HP engine, every detail of the Suzuki KATANA speaks of distinctive beauty.



Metallic Mat Stellar Blue (YUA)



Solid Iron Gray (YUD)

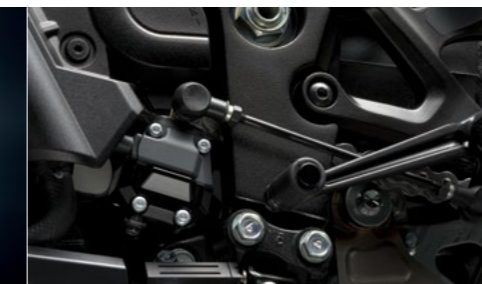
Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999 cm ³
Bore x Stroke	73.4 mm x 59 mm
Transmission	6-speed constant mesh
Engine Power	152 HP (112 kW) / 11 000 rpm
Engine Torque	106 Nm / 9 250 rpm
Overall Length	2 125 mm
Overall Width	830 mm
Overall Height	1 110 mm
Wheelbase	1 460 mm
Ground Clearance	140 mm
Seat Height	825 mm
Curb Mass	215 kg
Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless Rear 190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	12 L
Consumption*	5.3 L / 100 km
CO ₂ emission*	143 g / km

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



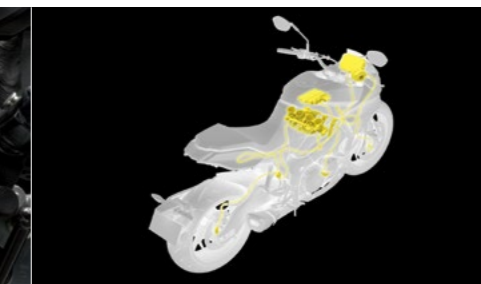
Sharp face with LED headlight and LED front position lights

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



Bi-directional Quick Shift System

The 2022 KATANA adopts Suzuki's Bi-directional Quick Shift System as standard equipment. This distinctive feature enhances the riding experience by enabling the rider to shift up or down smoothly without operating the clutch lever.



5-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

SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS



GSX-R125

GSX-R SERIES

GSX-R 125 **NEW**



Metallic Triton Blue (YSF)



Titan Black (YVU)

**LED headlights and LED position lights**

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

**Science of Engine Design**

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

**Dual-Exit Exhaust Muffler**

The high-performance exhaust system includes a dual-exit muffler. A catalytic converter helps the GSX-R125 meet the Euro4 emission standards.

**Key-Less Ignition System**

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

A GSX-R to Revolutionize The Lightweight Class

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

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

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



GSX-S1000GT GSX-S1000 GSX-S950 SV650 SV650X GSX-S125

GSX-S SERIES

GSX-S 1000 GT **NEW**

GT Riding Pleasure Personified

Comfort, controllability, connectivity, and eye-catching style combine with commanding large-displacement performance to deliver a sport touring experience worthy of the GT (Grand Tourer) appellation. No matter whether you prefer high-speed runs on long, open straights or negotiating winding roads. No matter if you ride alone or prefer the company of a passenger. No matter how far you ride. No matter how reliant on smartphone connectivity you may be. And no matter how much gear you may wish to carry along. The GSX-S1000GT is designed to make your destination secondary to the pleasure of the journey itself.



Metallic Triton Blue (YSF)



Metallic Reflective Blue (QT8)



Glass Sparkle Black (YVB)

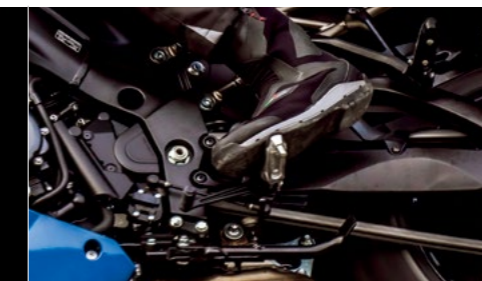
Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999 cm ³
Bore x Stroke	73.4 mm x 59 mm
Transmission	6-speed constant mesh
Engine Power	152 HP (112 kW) / 11 000 rpm
Engine Torque	106 Nm / 9 250 rpm
Overall Length	2 140 mm
Overall Width	825 mm
Overall Height	1 215 mm
Wheelbase	1 460 mm
Ground Clearance	140 mm
Seat Height	810 mm
Curb Mass	226 kg
Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless Rear 190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	19 L
Consumption*	6.1 L / 100 km
CO ₂ emission*	143 g / km

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



Cruise Control System

Cruise control is a convenient new system that lets you maintain a set speed without operating the throttle. This helps reduce fatigue when touring long distances, particularly when travelling at constant speed on highways.



Bi-directional Quick Shift System

This distinctive standard-equipment feature lets you shift up or down without operating the clutch lever. When activated, the system delivers clean, smooth upshifts with almost uninterrupted acceleration.



SUZUKI mySPIN

Simply install the free SUZUKI mySPIN app and connect your smartphone to transfer its display to the GT's large full-color TFT LCD screen where you can view the contents of your phone, contacts, calendar, music and map apps.



LED Headlights

A pair of new LED headlights clearly illuminates the road and shoulders ahead. Their distinctive hexagonal shape and horizontal layout combine with the sharp nose of the cowl to create a look of advanced styling and a new face for Suzuki motorcycles.

GSX-S 1000 **NEW**

Own The Streets

Born on the racetrack and raised on the street, the 2021 GSX-S1000 is derived from the legendary, championship-winning GSX-R1000. The new GSX-S lineup carries the spirit of the Suzuki GSX-R to the street, with shared technology and performance packaged into a chassis designed specifically for street riding comfort.



Metallic Triton Blue (YSF)



Glass Mat Mechanical Gray (QT7)



Glass Sparkle Black (YVB)

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999 cm ³
Bore x Stroke	73.4 mm x 59 mm
Transmission	6-speed constant mesh
Engine Power	152 HP (112 kW) / 11 000 rpm
Engine Torque	106 Nm / 9 250 rpm
Overall Length	2 115 mm
Overall Width	810 mm
Overall Height	1 080 mm
Wheelbase	1 460 mm
Ground Clearance	140 mm
Seat Height	810 mm
Curb Mass	214 kg
Suspension	Front Inverted telescopic, coil spring, oil damped
	Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless
	Rear 190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	19 L
Consumption*	6.1 L / 100 km
CO ₂ emission*	143 g / km

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



LED Headlights and Position Lights



Full LCD Instrument Panel



Bi-directional Quick Shift System



New exhaust system

GSX-S 950 **NEW** (35kW / 70kW)

Own The Streets

The GSX-S950 enhances the overall balance of rider-pleasing performance, to deliver greater controllability and agility and power. At the heart is a tuned version of the powerful long-stroke 999 cm³ engine which equipped the famous and powerful GSX-R1000.



Metallic Triton Blue (YSF)



Metallic Mat Black N°2 (YKV)



Pearl Brilliant White (YUH)

Engine Type	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine Displacement	999 cm ³
Bore x Stroke	73.4 mm x 59 mm
Transmission	6-speed constant mesh
Engine Power	35/70 kW (47/94 HP) / 6 100 / 7 800 rpm
Engine Torque	76/92 Nm / 3 250 / 6 500 rpm
Overall Length	2 115 mm
Overall Width	810 mm
Overall Height	1 080 mm
Wheelbase	1 460 mm
Ground Clearance	140 mm
Seat Height	810 mm
Curb Mass	214 kg
Suspension	Front Inverted telescopic, coil spring, oil damped
	Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin
	Rear Disc
Tires	Front 120/70ZR17M/C (58W), tubeless
	Rear 190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity	19 L
Consumption*	6.1 L / 100 km
CO ₂ emission*	143 g / km

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



Vertically stacked LED headlights



Multi-function instrument cluster



Key mascot



19 L Fuel tank

SV650

V-Twin Fun For All Riders

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



Pearl Brilliant White / Glass Sparkle Black (B1G)



645cm³ liquid-cooled, DOHC 90-degree V-Twin engine 14.5-litre capacity fuel tank Multi-Function, Full LCD Instrument Cluster Suzuki Easy Start System



Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC	Seat Height	785 mm
Engine Displacement	645 cm ³	Curb Mass	198 kg
Bore x Stroke	81 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
Engine Power	73 HP (54 kW) / 8 500 rpm	Tires	Front 120/70ZR17M/C (58W), tubeless Rear 160/60ZR17M/C (69W), tubeless
Engine Torque	64 Nm / 6 800 rpm	Fuel Tank Capacity	14.5 L
Overall Length	2 140 mm	Consumption*	4.1 L / 100 km
Overall Width	760 mm	CO ₂ emission*	96 g / km
Overall Height	1 090 mm		
Wheelbase	1 445 mm		
Ground Clearance	135 mm		

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

SV650X

All Roads Are Yours

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



Glass Sparkle Black (YVB)



Stylish Slotted Headlight Cowling 645cm³ 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
Engine Displacement	645 cm ³	Curb Mass	198 kg
Bore x Stroke	81 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
Engine Power	73 HP (54 kW) / 8 500 rpm	Tires	Front 120/70ZR17M/C (58W), tubeless Rear 160/60ZR17M/C (69W), tubeless
Engine Torque	64 Nm / 6 800 rpm	Fuel Tank Capacity	14.5 L
Overall Length	2 140 mm	Consumption*	4.1 L / 100 km
Overall Width	730 mm	CO ₂ emission*	96 g / km
Overall Height	1 090 mm		
Wheelbase	1 445 mm		
Ground Clearance	135 mm		

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

GSX-S 125

A GSX-S to Revolutionize The Lightweight Class

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



Metallic Triton Blue (BGY)



Pearl Glacier White (GHY)



Glass Sparkle Black (YVU)

Engine Type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine Displacement	124 cm ³
Bore x Stroke	62 mm x 41.2 mm
Transmission	6-speed constant mesh
Engine Power	15 HP (11 kW) / 10 000 rpm
Engine Torque	11,5 Nm / 8 000 rpm
Overall Length	2 000 mm
Overall Width	745 mm
Overall Height	1 035 mm
Wheelbase	1 300 mm
Ground Clearance	165 mm
Seat Height	785 mm
Curb Mass	133 kg
Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc Rear Disc
Tires	Front 90/80-17M/C 46S, tubeless Rear 130/70-17M/C 62S, tubeless
Fuel Tank Capacity	11 L
Consumption*	2.3 L / 100 km
CO ₂ emission*	54 g / km

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



Science of Engine Design

Multi-Function, Full LCD Instrument Cluster

Suzuki Easy Start System

Shutter-key Lock system



V-STROM 1050XT

V-STROM 1050

V-STROM 650XT

V-STROM 650

V-STROM SERIES

V-STROM 1050XT V-STROM 1050



Champion Yellow No.2 (BT1)



Pearl Brilliant White / Orange (B1F)



Glass Sparkle Black / Red (AV4)



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



Glass Sparkle Black (YVB)



Glass Sparkle Black (YVB)



* Only for DL1050RC



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

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



The Refined V-Twin Engine

The liquid-cooled, DOHC, 1037cc m³ 90° V-twin engine has further evolved. It meets new Euro 5 emissions control standards while achieving high power and maintaining low fuel consumption. The engine delivers deep rumble in the low rpm range, strong and linear torque in the mid-range and a maximum horsepower in the high rpm range with a smooth run up. This refined engine will support the rider to enjoy various situations such as city and rural roads, winding passes, flat dirt roads and highways.



Multi-function Instrument Cluster

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



Cruise Control System

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

The Master of Adventure

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

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin
Engine Displacement	1 037 cm ³
Bore x Stroke	100 mm x 66 mm
Transmission	6-speed constant mesh
Engine Power	106 HP (79 kW) / 8 500 rpm
Engine Torque	101 Nm / 4 000 rpm
Overall Length	2 265 mm
Overall Width	940 mm (V-STROM 1050XT) 870 mm (V-STROM 1050)
Overall Height	1 465 mm (V-STROM 1050XT) 1 515 mm (V-STROM 1050)
Wheelbase	1 555 mm
Ground Clearance	160 mm (V-STROM 1050XT) 165 mm (V-STROM 1050)
Seat Height	850 mm (V-STROM 1050XT) 855 mm (V-STROM 1050)
Curb Mass	247 kg (V-STROM 1050XT) 236 kg (V-STROM 1050)
Suspension	Front Inverted telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 110/80R19M/C 59V, tubeless Rear 150/70R17M/C 69V, tubeless
Fuel Tank Capacity	20 L
Consumption*	4.9 L / 100 km
CO ₂ emission*	115 g / km

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

ULTIMATE SPORT

KATANA

SPORT

STREET

SPORT ADVENTURE TOURER

SCOOTER

MOTO CROSS



V-STROM SERIES

V-Strom 650XT V-Strom 650



Pearl Vigor Blue / Metallic Matte Sword Silver (CFR)

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.



Champion Yellow No.2 (YU1)



Pearl Brilliant White (YUH)



Pearl Brilliant White (YUH)



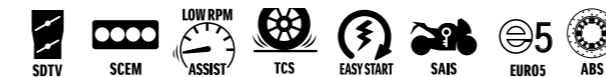
Glass Sparkle Black (YVB)



Glass Sparkle Black (YVB)

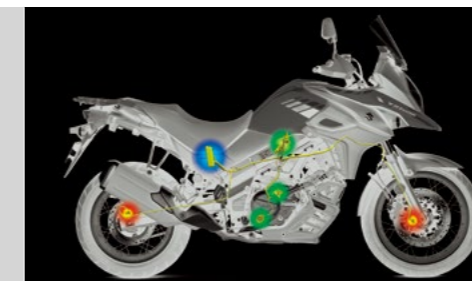


Pearl Vigor Blue (YKY)



Sophisticated V-Twin Performance

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



Advanced Traction Control System

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



Headlights

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



Multi-function instrument panel

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

Engine Type	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-twin
Engine Displacement	645 cm ³
Bore x Stroke	81 mm x 62.6 mm
Transmission	6-speed constant mesh
Engine Power	70 HP (52 kW) / 8 800 rpm
Engine Torque	62 Nm / 6 300 rpm
Overall Length	2 275 mm
Overall Width	910 mm (V-STROM 650XT) 835 mm (V-STROM 650)
Overall Height	1 405 mm
Wheelbase	1 560 mm
Ground Clearance	170 mm
Seat Height	835 mm
Curb Mass	216 kg (V-STROM 650XT) 213 kg (V-STROM 650)
Suspension	Front Telescopic, coil spring, oil damped Rear Link type, coil spring, oil damped
Brakes	Front Disc, twin Rear Disc
Tires	Front 110/80R19M/C 59V, tubeless Rear 150/70R17M/C 69V, tubeless
Fuel Tank Capacity	20 L
Consumption*	4.2 L / 100 km
CO ₂ emission*	100 g / km

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

ULTIMATE SPORT

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BURGMAN 400

BURGMAN SERIES

BURGMAN 400

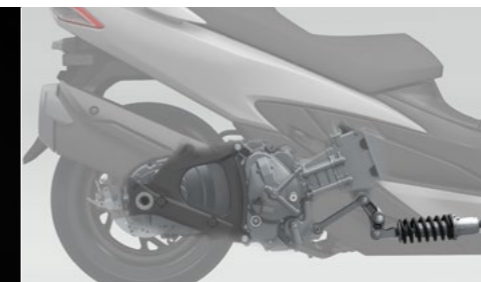
(AN400A)



Metallic Mat Silver (QKA)

**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^{*1} compartment can hold two helmets^{**2} and provides ample room for stowing your gear.

^{*1}The weight limit for items in the underseat compartment is 10kg.
^{**2}One full-face and one demi-jet helmet may fit in the underseat compartment. Helmets of certain shapes may not fit in the underseat compartment.
 -Helmets and luggage items are shown for illustrative purposes only. -Do not use the storage compartments for items that are fragile, valuable, dangerous or susceptible to heat.

The Elegant Athlete

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



Pearl Glacier Silver (YUD)



Metallic Mat Black No.2 (YKV)

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

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



RM-Z450 RM-Z250

*Professional rider in closed course.

RM-Z SERIES

RM-Z450

The Winning Balance

Stripped to its essence, motocross requires a racebike to do three key things: Run, Turn and Stop – all better than the rest. Now in its 15th model year, the RM-Z450 is fully redesigned with a laser focus on achieving this winning balance. Fortunately, the RM-Z450 already has a heritage of 26 world and national championships to build on, including five AMA 450 Motocross and two AMA 450 Supercross titles. To this winning history now comes fully re-engineered engine, chassis and electronics, plus dramatic new styling.



Champion Yellow No.2 (YU1)



Showa coil-spring fork Balance Free Rear Cushion Suzuki Holesshot Assist Control Wheel rims

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

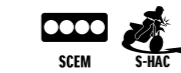
RM-Z250

Designed to Win

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



Champion Yellow No.2 (YU1)



Twin Injector Suzuki Holesshot Assist Control Frame Front brake disc

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

Safety Information

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

ULTIMATE SPORT

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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 36cm³, two-stroke engine clipped to the frame of a conventional bicycle. The Power Free's unique double sprocket gear system allows riders to pedal without engine assistance, with engine assistance, or to travel completely under the engine's own power.



1900 1950



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.

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.



1960

1971

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



1970



1965

Hugh Anderson wins his fourth world title, this time in the 125cc class. The sensational T20 Super Six really puts Suzuki on the international map. A 250cm³, two-stroke twin with six-speed gear box and a claimed top speed of 160km/h, the T20 is a huge sales success.

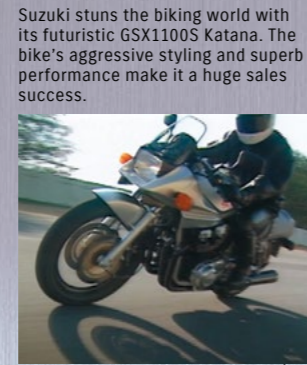
1958

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



1981

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



1980



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.

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.



1990



1985

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

1999

Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa. The ultimate 1298cm³ liquid-cooled DOHC in-line 4-cylinder engine that powered the Hayabusa represented the epitome of no-compromise engineering. The Hayabusa's most notable features were its aerodynamic design and its superb balance of the engine performance and handling in a wide speed range on the road.



2001

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



2000



2000

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

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 mans sportsbikes. Suzuki introduces 2nd generation Hayabusa 1300.



2010

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.



2012

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

2018

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

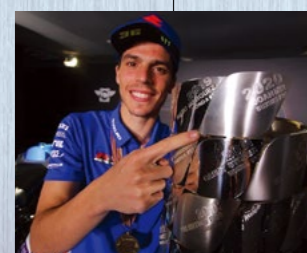


2020

The Suzuki Endurance Racing Team (SERT) won the 2019-2020 Endurance World Championship in the GSX-R1000 saddle with an 18-point advantage.



2020



2020

The 2020 MotoGP season is one of the most successful, maybe even the overmost successful year for Suzuki. Team Suzuki Ecstar riders not only proved their talent, but after several victories, they led the World Speed Motor Championship. With one race before the end of this season, Joan Mir had earned such an advantage in the point race that he already claimed the World Championship victory.



SUZUKI GENUINE PARTS

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



ECSTAR

SUZUKI GENUINE OIL

