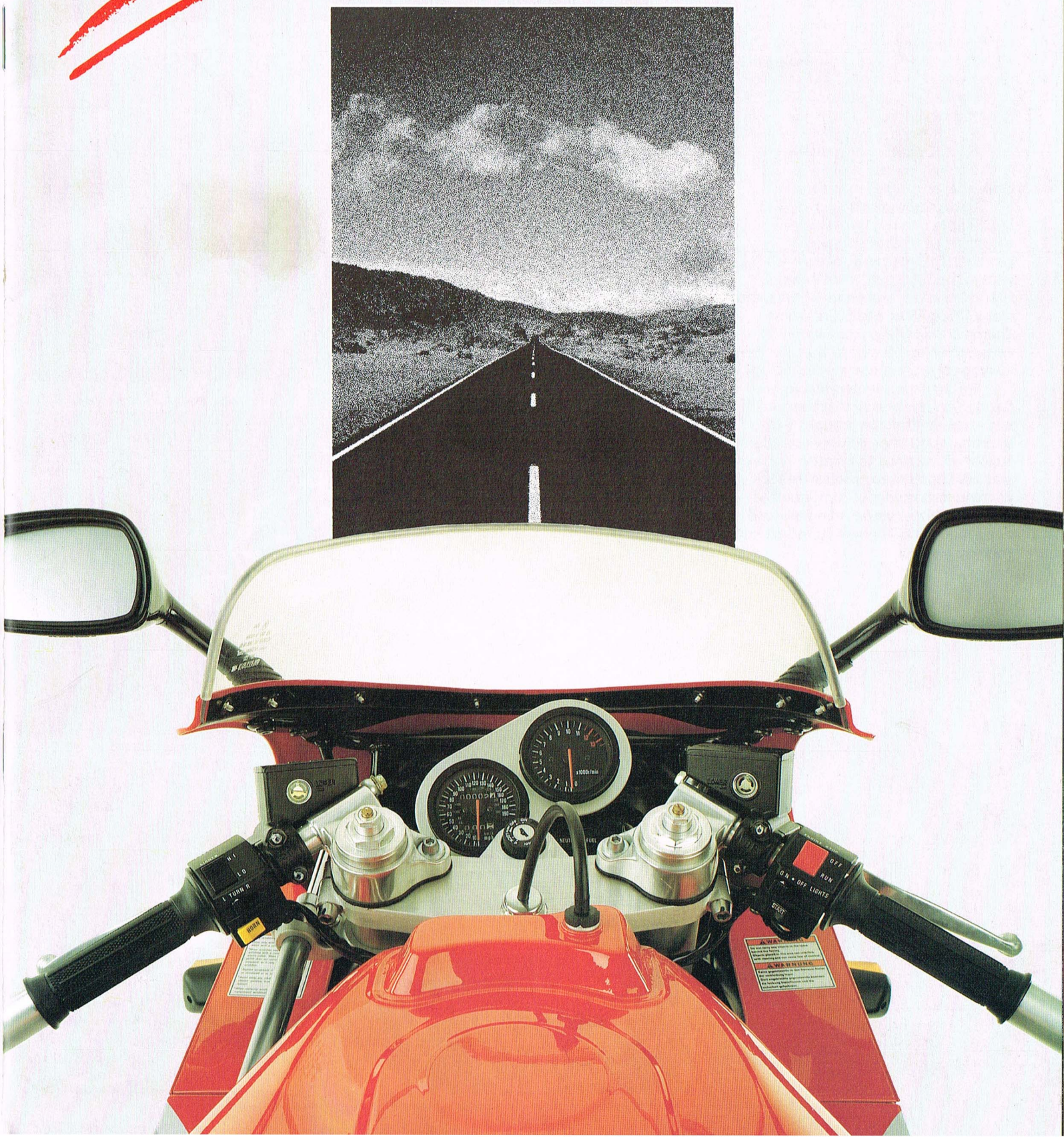


Suzuki



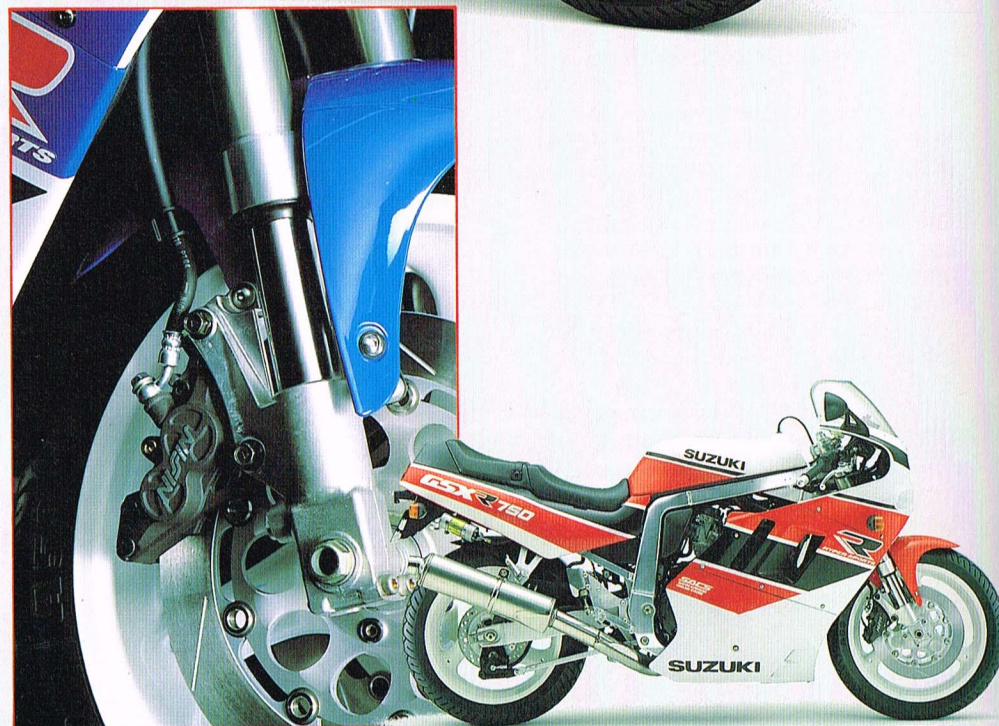
GSX-R750



Featuring a newly developed engine based on the GSX-R750R racer, the new GSX-R750 goes from strength to strength. The 1990 model is fitted with the latest 38mm Slingshot Carburettors, racing type four-into-one exhaust system and a newly designed cylinder head. Other new features include Upside-down front forks, Full Floater rear suspension with remote reservoir and wider section tyres.

The GSX-R750's superb performance, based on Suzuki's race winning technology, is delivered by the 4-stroke, DOHC, SACS, TSCC, 4-cylinder engine with increased horsepower and torque for 1990.

The lightweight aluminium chassis follows racing design and boasts competition front forks with improved damping control, and large floating front discs with staggered diameter four-piston calipers. For a superb race-like ride, there's an ultra-low centre of gravity, racing width 17" three-spoke wheels and factory F-1 style replica fairing which reduces air resistance and increases top speed.



GSX-R750 - inverted forks

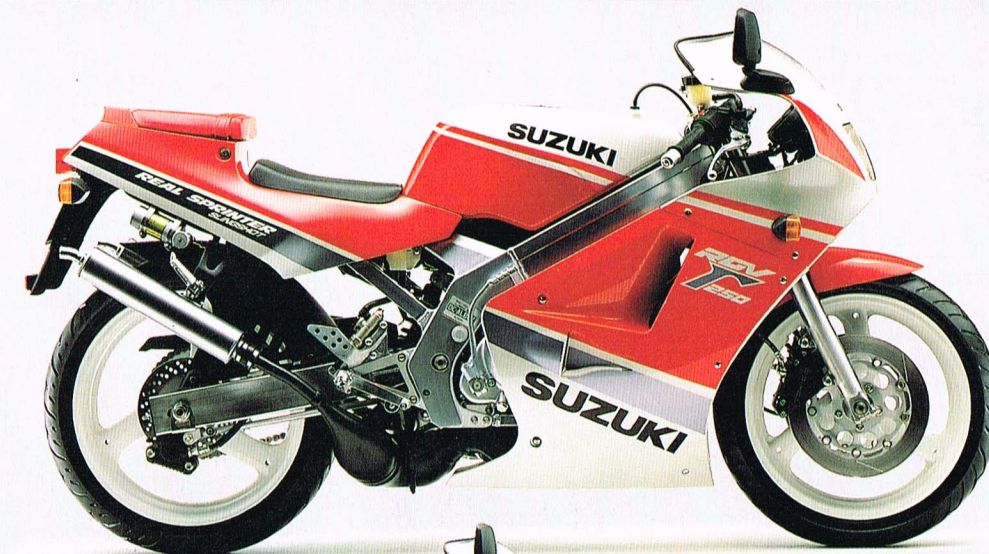


RGV250

The RGV250 set new standards in the sports 250 class when it was introduced. The 1990 machine follows in the same footsteps.

For a start, there's a new on-board computer for optimum ignition control, as well as Automatic Exhaust Timing Control (AETC). A computerised sensor now controls the larger 34mm Slingshot Carburettors to ensure precise air-fuel mixture for increased horsepower and mid-range torque. And last, but not least, the RGV250 has a new gas shock absorber with remote reservoir.

The 249cc water cooled, 2 cylinder, V twin engine delivers 59 ps at 11,000 rpm. The RGV's race-bike technology includes aerodynamic fairing, low profile radials fitted on extra wide racing wheels and Deca piston brakes. This unique braking system incorporates 4 pistons for each front disc with 2 pistons on the rear. To complete the picture, excellent handling is ensured by Suzuki's well proven Full Floater suspension.



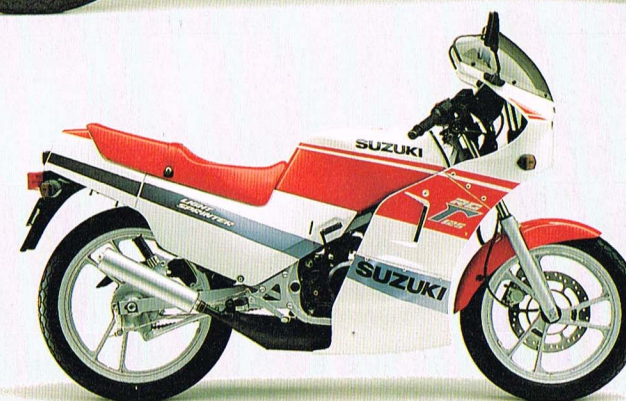
RG125

If you want to look and feel like a GP racer, try the RG125. The superb riding position, excellent ground clearance and foot peg location give superb race-like riding.

Powered by a single cylinder, two stroke engine, the RG125 is water cooled for better engine performance at high temperatures. The sculptured frame-mounted half fairing produces superb aerodynamics while the square section frame increases stability and handling.

Other features of the RG125 include a 13 litre fuel tank ideally shaped for knee grip, a 16" front wheel and oil damped Full Floater suspension.

(Lower fairing not included on UK model.)



GSX1100F



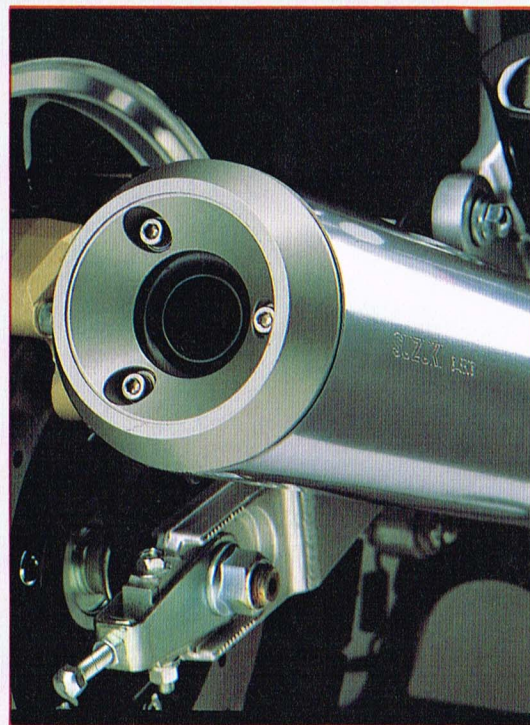
The 1990 GSX1100F is the perfect combination of powerful performance and riding comfort that make it the ultimate sports tourer.

New features for 1990 include high quality aluminium diecast muffler ends and newly designed rear view mirrors, as well as new colours and graphics.

Superb performance is still guaranteed from the powerful 16-valve, 4 cylinder DOHC engine with TSCC and SACS, while the four-into-two exhaust system helps the engine produce the most torque of any Suzuki sports bike.

And when you're powering along the open road, the GSX1100F's unique Power Shield windscreen, which moves up or down at the touch of a button, gives you increased weather protection when it's needed.

High speed comfort is assured thanks to the large seat and ideal riding position, and Full Floater link suspension with 4-way damping control and hydraulic pre-load adjuster affords outstanding handling. Dual floating front discs with sintered metal pads provide excellent stopping power for this mighty 1.1 litre machine.



GSX1100F - aluminium die cast muffler ends

GSX1100F - stylish, easy to read dashboard



GSX750F

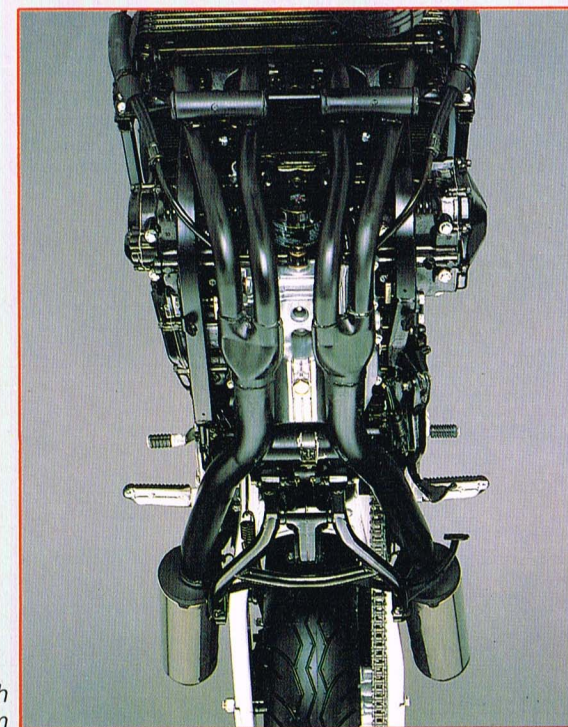


A development from the supremely successful GSX-R750, the 1990 GSX750F combines the very best features of racebike technology with the comfort and versatility of a streetbike.

So you get a 748cc 4 cylinder powerplant featuring four Slingshot carburetors, 16 valves, DOHC, SACS and Twin Swirl Combustion Chambers. This enables the bike to deliver 106ps at 10,500rpm, whilst giving a broad spread of torque throughout the rev range.

Handling is assured by the double-cradle frame, the Full Floater rear suspension and 17" cast wheels with Metzeler tyres, whilst the full floating front discs feature 4 piston calipers and sintered metal pads for consistent stopping power.

Aerodynamic fairing and a comfortable one-piece seat ensures a smooth ride wherever you're travelling to, and the bike's specification is completed by a large fuel tank and comprehensive instrumentation.



GSX750F - 4 into 2 exhaust system with Suzuki power up exhaust system

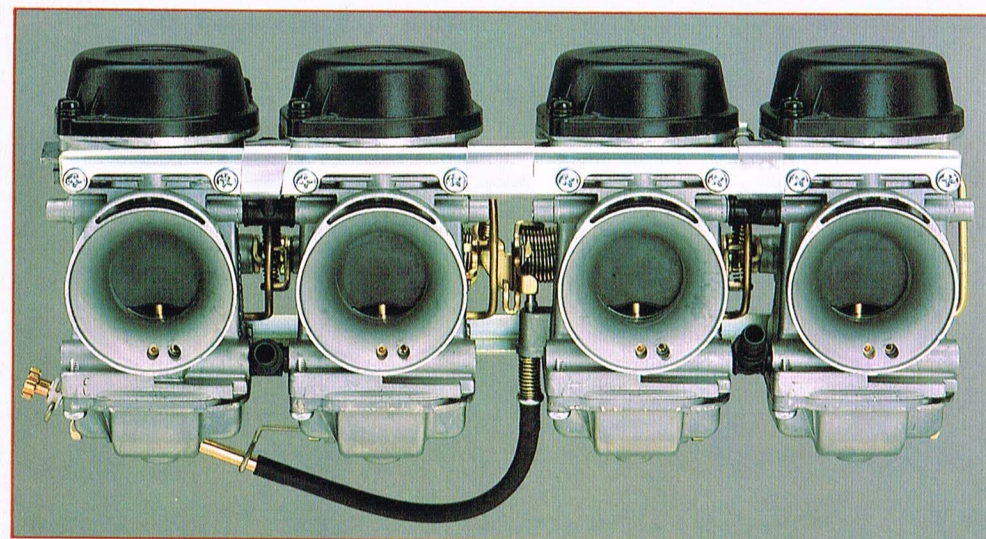
GSX600F



Developed from the GSX-R750 powerplant, the GSX600F engine features all the race track technology of Suzuki's successful racebikes. The air-cooled, 4 cylinder, four stroke sixteen valve engine includes DOHC, SACS, TSCC for superb performance.

With a comfortable riding position and supremely aerodynamic fairing and bodywork, the bike gives an impressive ride over long or short distances.

Full Floater Link suspension with adjustable shock absorber, four piston calipers and 17" wheels with wide low profile V-rated tyres complete the GSX600F first class specification.



GSX600F - slingshot carburetors

GS500E

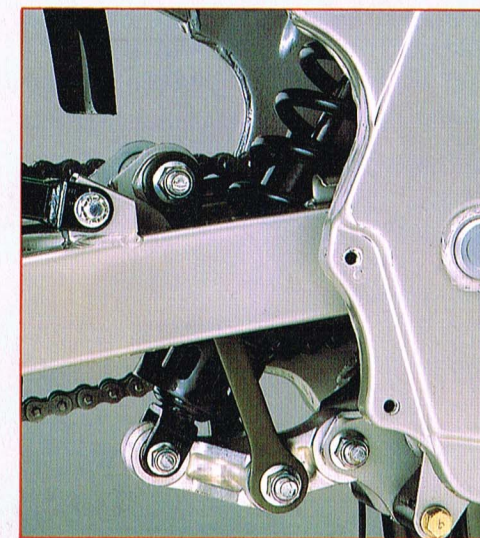
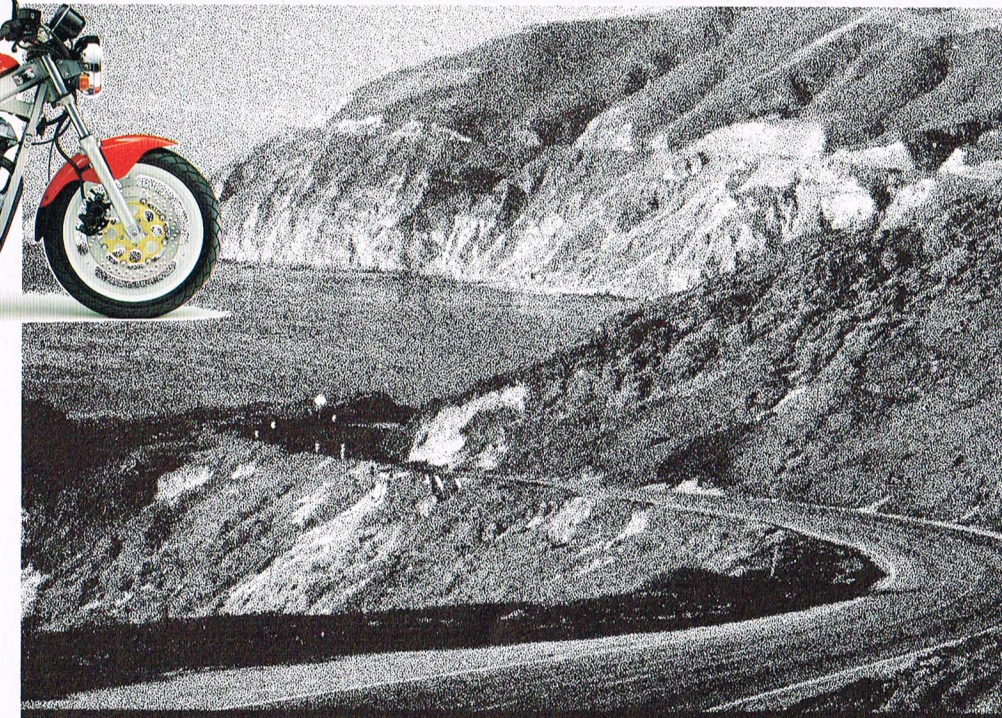


Suzuki's versatile, multi-purpose GS500E offers riders the best of all worlds. Whether you're riding through city traffic or taking in the countryside air, the GS500E is the perfect partner.

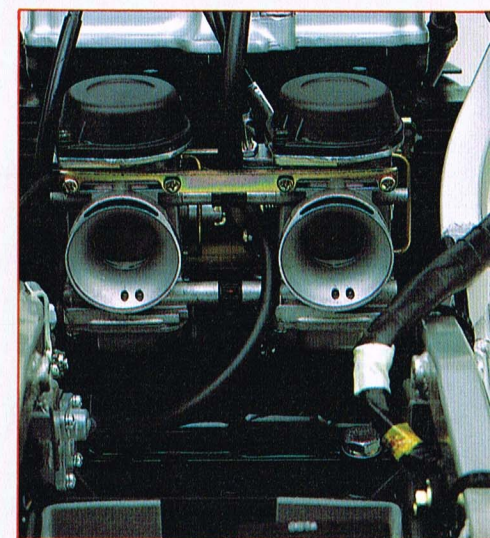
Reliability is the key word. From the 4-stroke, DOHC, air-cooled engine to the computerised ignition and automatic cam chain tensioner. From the Slingshot carbs to the two-into-one exhaust system. The GS500E offers peace of mind riding.

A smooth, comfortable ride is assured by the large seat, while Suzuki's Full Floater suspension with seven preload adjustments absorbs the bumps of uneven surfaces. Front and rear discs with dual piston calipers and sintered metal pads ensure excellent stopping power.

The bike's specification includes a 4½ gallon fuel tank, 17" cast alloy wheels and simple to read instrumentation as well as a choice of exciting new colours for 1990.



GS500E - full floater rear suspension



GS500E - slingshot carburetors

VS1400GL

With its 1360cc capacity engine, the world's widest production tyre and superb looks, the VS1400GL is a dream bike for custom enthusiasts.

The latest Suzuki technology has gone into producing a 45 degree V twin 4-stroke engine with three valves per cylinder and air-cooling to ensure excellent temperature control. In addition, you'll find a reliable shaft drive, hydraulic valve adjusters and automatic cam chain tensioners.

And to ensure superb handling of the 1360cc powerplant, there's telescopic front forks and twin shock absorbers with adjustable preload. Discs, front and rear, provide the stopping power.

Good looks are enhanced by the gleaming chrome and polished aluminium, while comfort is provided by a two-tiered seat with built in back rest.



LS650P

Suzuki's 'Savage'. Designed for custom cruising, the LS650P cuts a mean figure on the streets. Classical design includes a large stepped seat for supreme riding comfort, lots of stylish chrome, a tear-drop tank and gold lined paintwork.

Living up to its name, the Savage is powered by a 652cc, air cooled, 4-stroke engine. Then there's Belt drive, a Twin Swirl Combustion Chamber for better efficiency, an electric starter with auto decompression, and to complete this array of custom cruising technology, a large mass crankshaft. It all adds up to a cruiser that's going places.



VS750GL

The VS750GL has it all. Style, power and efficiency. Style is completed by the sumptuous maroon paintwork, polished aluminium and gleaming chrome. The bars, forks, crankcase covers, grab bar, sissy bar and side stand are all chrome plated to a deep, brilliant finish, while the 60-spoke wheels feature sport polished aluminium rims.

For power, look no further than the 45 degree, 4-stroke, SOHC, 4-valve, water cooled V twin engine. Or the shaft-drive transmission that provides jerk-free starts and impressive power delivery across the rev range.

And for efficiency, you'll find the large capacity radiator with electric fan keeps the engine at the optimum operating temperature - on all journeys.



GN250F

The GN250F offers a classic combination of style, performance and economy. You get greater efficiency across the rev range with the air cooled, single cylinder 4-stroke engine because the GN250F incorporates a Twin Swirl Combustion Chamber.

Available in the classically elegant black colour scheme, the GN250F also features a one-touch electric start, front disc brake and a rigid lightweight diamond frame.



DR800S

Suzuki's 'Desert Express'. It's got the world's biggest and most powerful single cylinder engine. A powerplant that features four valves SOHC, SACS, pent roof combustion chambers, CD1 ignition and heavy duty torque across the rev range.

But it's not all power. Comfort's in too, with a superbly slim frame and a low centre of gravity that makes the DR800S exceptionally manoeuvrable. While up front you'll find forks that feature 240 mm of travel.

The bike's excellent specification includes Suzuki's dominant Full Floater rear suspension, a long range 29 litre fuel tank, hand protectors, sump guard and a powerful halogen headlamp.



TS125R

This exciting all new dual purpose machine comes with a liquid cooled, single cylinder, two stroke engine with piston and reed valve induction, and the ultimate trail bike styling based on the Suzuki RM world championship winning moto cross bikes.

Digital CD ignition, vibration reducing engine mounts, and a performance boosting Slingshot carburettor are just some of the features of this 1990 machine. First class handling ability is aided by the tremendously long 270 mm wheelstroke front and rear.

Add to that a superb riding position, cradle frame, front disc brakes, Full Floater suspension and a six speed gearbox - and you've got an unbeatable combination. It's called the Suzuki TS125R - putting the moto cross spirit into on and off road riding alike.



DR125S

A 4-stroke, air cooled OHC engine with a side branch exhaust system is the key to the success of the DR125S. Featuring Suzuki's own Twin Dome Combustion Chamber, the bike gets a more efficient 'burn' and better power output.

Comfort and control over all types of terrain is assured by the bike's long travel leading axle front forks, and of course, Suzuki's superb Full Floating suspension at the rear. The DR125S comes equipped with transistorised ignition, a six speed gearbox, an engine guard and folding pedals and pegs.



TS50X

A 50cc full size trail bike? You've got to believe it. The TS50X is all that and more. Equipped with a two stroke power reed induction engine that gives plenty of torque for both on and off-road, the TS50X is a versatile machine.

In addition to the superb engine, the TS50X also incorporates Suzuki's all conquering Full Floater rear suspension. Equipment includes a tachometer and a 12 volt lighting system, while the bike is available in yellow or white.



SPECIFICATIONS

| MODEL | ENGINE | POWER (PS) | TORQUE | SUSPENSION | | TYRES FR/R | WEIGHT | DIMENSIONS | | WHEELBASE |
|----------------|--|----------------------|------------------------|--|--|-----------------------------|--------|-------------|-------------|-----------|
| | | | | FRONT | REAR | | | SEAT HEIGHT | FUEL | |
| RACE REPLICA | | | | | | | | | | |
| GSX-R1100 | DOHC, 4 Cylinder 16 Valves, TSCC, SACS | 125 PS @ 9,500rpm | 11.4kg m @ 7250rpm | Fully Adjustable Inverted Telescopic Fork | Full Floater, Fully Adjustable | 130/60 ZR17 180/55 ZR17 | 210kg | 795mm | 21 litres | 1465mm |
| GSX-R750 | DOHC, 4 Cylinder 16 Valves, TSCC, SACS | 110PS @ 11,000rpm | 8kg m @ 9,500rpm | Fully Adjustable Inverted Telescopic Fork | Full Floater, Fully Adjustable | 130/60 17 170/60 17 | 193kg | 795mm | 21 litres | 1415mm |
| RGV250 | V-Twin, Liquid Cooled, 2 Stroke, Reed Valve | 59PS @ 12,600rpm | 4.0kg m @ 10,400rpm | Telescopic Fork Adjustable Preload | Full Floater Fully Adjustable | 110/70 R17 140/60 R18 | 128kg | 755mm | 17 litres | 1375mm |
| RG125 | 2 Stroke, Single Cylinder Liquid Cooled, SAEC | 12.2PS @ 8,500rpm | 2kg m @ 8,500rpm | Telescopic Forks | Full Floater | 80/100-16 90/90-18 | 96kg | 730mm | 13 litres | 1310mm |
| SPORTS TOURING | | | | | | | | | | |
| GSX1100F | DOHC, 4 Cylinder 16 Valves, TSCC, SACS | 125PS @ 9,500rpm | 11.4kg m @ 7,000rpm | Telescopic Fork Adjustable Preload | Full Floater, Adjustable | 120/80 V16 150/80 V16 | 244kg | 795mm | 21 litres | 1425mm |
| GSX750F | DOHC, 4 Cylinder 16 Valves, TSCC, SACS | 106PS @ 10,500rpm | 7.5kg m @ 9,500rpm | Telescopic Fork Adjustable Preload | Full Floater, Adjustable | 110/80-VA17 150/70-VBA17 | 195kg | 790mm | 20 litres | 1460mm |
| GSX600F | DOHC, 4 Cylinder 16 Valves, TSCC, SACS | 86PS @ 11,000rpm | 6.0kg m @ 9,600rpm | Telescopic Forks | Full Floater, Adjustable Preload | 110/80-VA17 140/80-VA17 | 197kg | 780mm | 20 litres | 1430mm |
| GS500E | DOHC 2 Cylinder 4 Valves | 52PS @ 9,200rpm | 4.2kg m @ 7,500rpm | Telescopic Forks | Full Floater, Adjustable Preload | 110/70-A17 130/70-A17 | 169kg | 785mm | 17 litres | 1405mm |
| GS125ES | SOHC, Single Cylinder TDCC | 12.2PS @ 9,500rpm | 1.1kg m @ 8,500rpm | Telescopic Forks | Twin Shock Absorbers Adjustable Preload | 2.75-18 3.00-18 | 103kg | 745mm | 11 litres | 1270mm |
| TRAIL | | | | | | | | | | |
| DR800S | SOHC, Single Cylinder 4 Valves, SACS, TSCC | 52.5PS @ 7,000rpm | 6.1kg m @ 5,500rpm | Telescopic Forks | Full Floater, Adjustable Preload | 90/90-21 130/80-17 | 185kg | 876mm | 29 litres | 1510mm |
| DR125S | SOHC, Single Cylinder TDCC | 12.2PS @ 9,500rpm | 1.1kg m @ 8,000rpm | Telescopic Forks | Full Floater, Adjustable Preload | 80/80-21 100/80-18 | 103kg | 820mm | 12 litres | 1390mm |
| TS125R | Single Cylinder, 2 Stroke, Water Cooled, AETC | 12.2PS @ 9,500rpm | 1.4kg @ 8,000rpm | Telescopic Forks | Full Floater, Adjustable Preload | 2.75-21 4.10-18 | 109kg | 900mm | 9.5 litres | 1415mm |
| TS50X | Single Cylinder, 2 Stroke, Air Cooled, Reed Valve | 2.9PS @ 8,000rpm | 0.6kg m @ 7,000rpm | Telescopic Forks | Full Floater, Adjustable Preload | 2.50-21 3.00-18 | 83kg | 857mm | 7 litres | 1250mm |
| CUSTOM | | | | | | | | | | |
| VS1400GL | OHC V Twin Air/Oil Cooled, 6 Valves | 71PS @ 4,800rpm | 11.5kg m @ 3,200rpm | Telescopic Forks | Twin Shock Absorber Adjustable Preload | 110/90-19 170/80-15 | 243kg | 720mm | 13 litres | 1620mm |
| VS750GL | OHC V Twin Water Cooled, 8 Valves | 55PS @ 7,500rpm | 6.15kg m @ 5,000rpm | Telescopic Forks | Twin Shock Absorbers Adjustable Preload | 80/90-21 140/90-15 | 198kg | 685mm | 12 litres | 1545mm |
| LS650P | SOHC, Single Cylinder Air Cooled, 4 Valves | 31PS @ 5,400rpm | 5.1kg m @3,000rpm | Telescopic Forks | Twin Shock Absorbers Adjustable Preload | 100/90-19 140/80-15 | 159kg | 660mm | 10.5 litres | 1485mm |
| COMMUTER | | | | | | | | | | |
| GN250F | SOHC, Single Cylinder Air Cooled, 4 Valves | 22PS @ 8,500rpm | 2.0kg m @ 5,500rpm | Telescopic Forks | Twin Shock Adjustable Preload | 3.00-18 4.60-16 | 129kg | 680mm | 10.3 litres | 1350mm |
| GP100 | 2 Stroke, Air Cooled Single Cylinder | 12PS @ 8,000rpm | 1.0kg m @7,500rpm | Telescopic Forks | Coil Springs | 2.50-18 2.75-18 | 95kg | 750mm | 14 litres | 1330mm |
| CP80 | 2 Stroke Single Cylinder | 8PS @6,800rpm | 0.9kgm @6,500rpm | Telescopic Forks | Swinging Arm | 3.50-10 3.50-10 | 73kg | 610mm | 4 litres | 1155mm |
| CP50 | 2 Stroke Single Cylinder | 2.9PS @7,000rpm | 0.6kgm @6,500rpm | Telescopic Forks | Swinging Arm | 3.00-10 3.00-10 | 70kg | 610mm | 5.5 litres | 1172mm |
| ZR50 | 2 Stroke Single Cylinder | 2.9PS @7,000rpm | 0.6kgm @6,500rpm | Telescopic Forks | Twin Shock Absorbers | 2.50-18 2.50-18 | 81kg | 700mm | 8.5 litres | 1230mm |
| AE50 Style | 2 Stroke Single Cylinder | 2.9PS @6,500rpm | 0.6kgm @6,000rpm | Telescopic Forks | Swinging Arm | 2.75-10 2.75-10 | 59kg | 610mm | 4 litres | 1135mm |

Every effort is made to ensure that at the time of going to press, specifications contained in this brochure are accurate for each model in the range. Particular machines may, however, have specifications which vary from those set out herein. Further, the specifications set out herein are subject to change without notice and major changes may be made. You must, therefore, consult your local Suzuki Dealer to obtain accurate information as to the specifications of any particular machine or model.

Because each country has its own individual traffic regulations for indicators, mirrors, etc. along with special preferences for particular styling and finish, certain items of equipment illustrated in the international leaflets on the Suzuki range may, or may not, be fitted to some machines available in the UK. You must, therefore, consult your local Suzuki Dealer on the question of original equipment fitted to the machine of your choice.

- ☐ Please read your Suzuki Owners Manual carefully.
- ☐ Always wear a helmet and protective motorcycle clothing.
- ☐ See your Suzuki Dealer for full details of motorcycle rider training.
- ☐ Ride responsibly within the law and with respect for other road users.



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