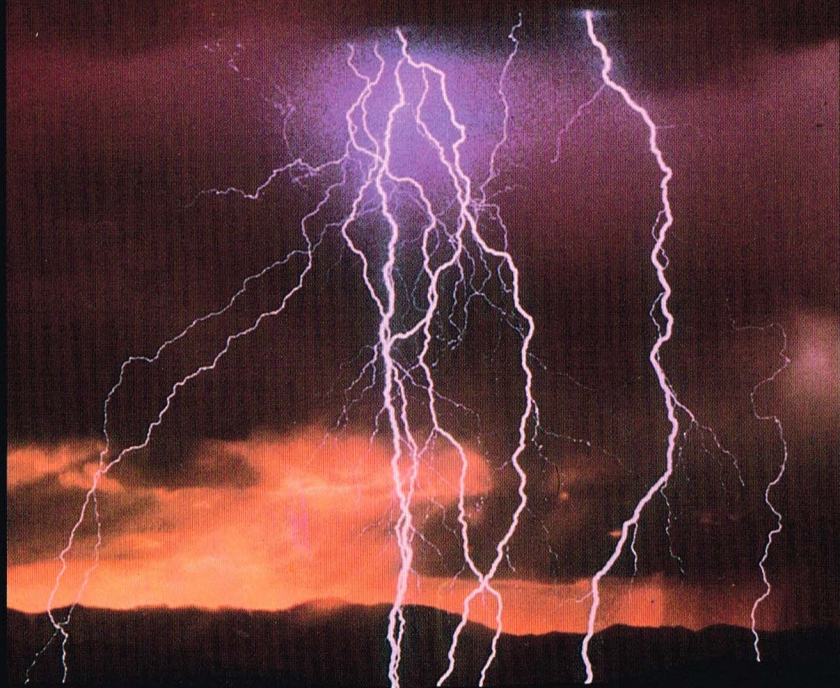


Suzuki



THE POWER OF TECHNOLOGY

When you buy your 1991 Suzuki you'll know that it has been developed by a company with an illustrious pedigree stretching back over 70 years. In that time, Suzuki has justifiably gained a reputation for quality and reliability, as well as technical innovation. Indeed, many of the features that you see on today's machines are race-proven – straight from the track. Through continued investment in research and development Suzuki are able to offer you a range of motorcycles that are designed for the 90s – and fit to compete with the very best.

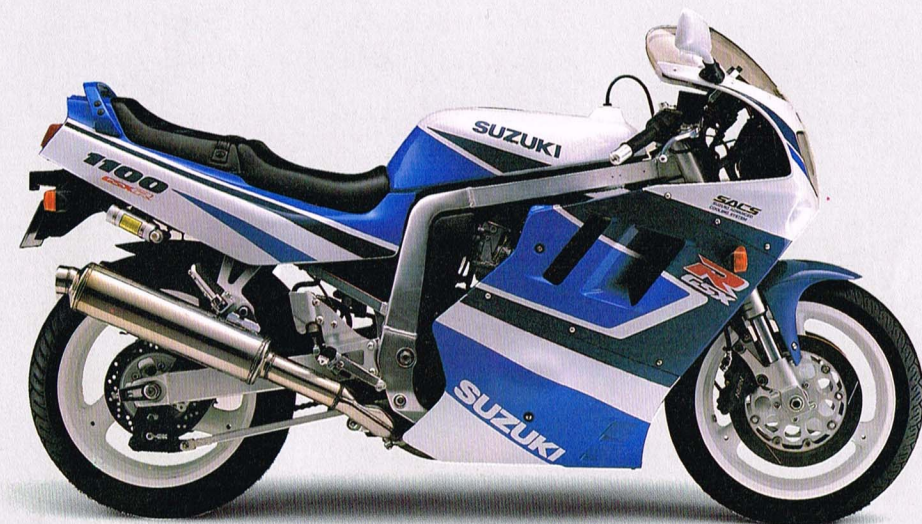
The 1991 Suzuki range offers the widest possible choice, with the introduction of new models and refinements to existing favourites. So whether you're riding on-road or off-road – whether you want a trail bike or sports tourer, custom or race replica – you'll benefit from Suzuki's Power of Technology.



Kevin Schwantz – winner of 5 Grand Prix events in 1990 on the Suzuki RGV500.



The 1991 Suzuki RGV250 – "Made with the Grand Prix spirit".



When it comes to the big league, Suzuki's GSX-R1100 continues to set the pace with yet more race-bred features for 1991. A newly refined GSX-R powerplant now produces even more torque thanks to developments like a new cylinder head design and reshaped intake ports. Opening each valve with a lightweight, single rocker arm and using a small shim to adjust valve lash reduces inertial mass and – especially at high rpm – mechanical losses too. And by blending the valve seats into reshaped oblong intake ports, gas flow velocity is increased and cylinder charging and scavenging is improved – producing more overall torque.

The sophisticated 1127 cc, DOHC 4 cylinder 16-valve engine is positively brimming with performance technology including 4-valves per cylinder, Twin Swirl Combustion Chambers and Suzuki's Advanced Cooling System. In addition, the renowned Slingshot carbs are now increased to 40 mm and feature a unique new slide design developed by Suzuki engineers in conjunction with Mikuni technicians. The result is an even quicker, more efficient response.

Good handling is ensured by the use of Upside-down front forks for greater rigidity and smoother action while Suzuki's unique progressive link rear suspension assures a comfortable ride. The compact and strong aluminium alloy frame and the swingarm design is based on the Formula 1 racer while the front braking system features floating twin discs, four piston calipers and sintered metal pads for excellent stopping power.

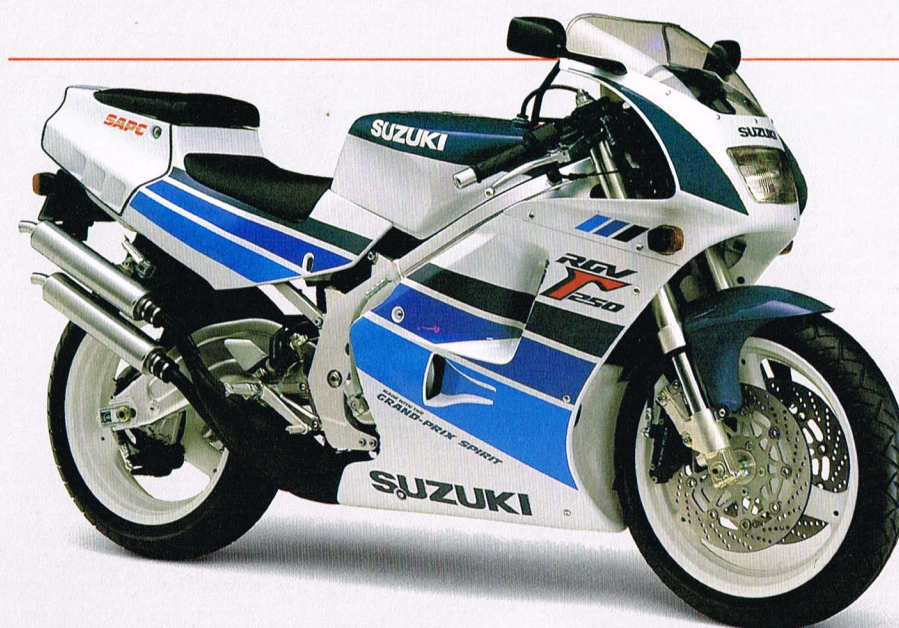
Other new features include a conveniently positioned remote choke control lever to help regulate cold-idle rpm, and a wider seat that retains the sporting feel but increases passenger and rider comfort. The narrower fairing and bodywork design came straight from the factory team's 1990 race machines, while new dual-halogen headlight assembly and die-cast aluminium panel now grace this model. A choice of three colour schemes with stunning new graphics enhance the new Suzuki GSX-R1100. Without doubt the ultimate high performance race replica.

Like its big brother, the stunning performance of the GSX-R750 is derived from the race track. The bike features a newly refined GSX-R engine which produces even more torque and stylish new fairing and bodywork design for reduced drag. The all-conquering Slingshot carbs have also been refined with a unique slide design developed by Suzuki and Mikuni engineers - for even better response.

The 1991 model continues the tradition of superb racing performance through its 4-stroke, DOHC, SACS, TSCC, 4-cylinder engine. With Upside-down front forks featuring adjustable damping control and large floating front discs with staggered diameter four-piston calipers - ride comfort and braking are right on the mark.

The aluminium alloy frame and swingarm are particularly light and rigid and follow the true racing tradition, while the ultra-low centre of gravity, racing width 17" high performance tyres and three-spoke alloy wheels make the overall handling of the 1991 GSX-R750 the best ever.

A first class specification includes a wider seat for improved rider comfort and a new dual-halogen headlight assembly for better night time visibility. The GSX-R750 comes in three colour schemes and with its newly designed graphics is without doubt one of the tastiest race replicas around.



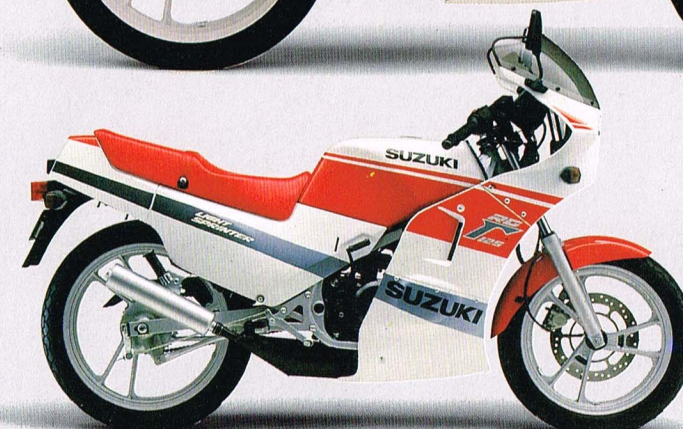
Lightweight aluminium - alloy double cradle frame.



Upside down front forks.

Made with the Grand Prix spirit - that's the exciting 1991 RGV250. It's probably the closest race replica production bike you can get your hands on, with a V-twin two stroke engine derived solely from the Grand Prix winning RGV Gamma 500. Incorporating a new engine management system on board, Suzuki Advanced Power Control (SAPC), maximum power is up to 62 PS @ 11,000rpm. In fact, thanks to SAPC which controls intake, ignition and exhaust, the power band is widened further and there's easier delivery of the stunning power from the RGV's engine.

Other refinements are also derived from the Grand Prix bike. Like the eye-catching crescent-shaped CAL-BOX (Crescent Aluminium Box) swingarm for superb rigidity and better cornering clearance, and the new upswept racing-style exhausts. The 1991 RGV250 also includes new gear ratios for even better acceleration and Upside-down front forks for greater front end rigidity. To match the brilliant performance, there's a superb new braking system with enlarged front discs up to 300mm, and wider wheels and tyres all round.



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.

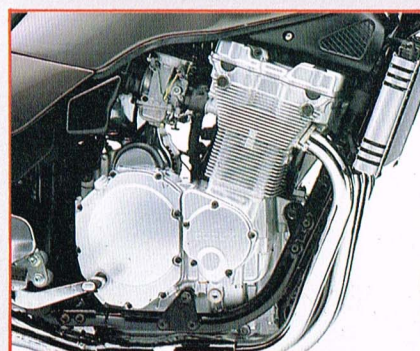
Other features of the RG125 include a 13 litre fuel tank ideally shaped for knee grip, a 16" front wheel and oil damped Full Floater suspension.

(Lower fairing not included on UK model.)

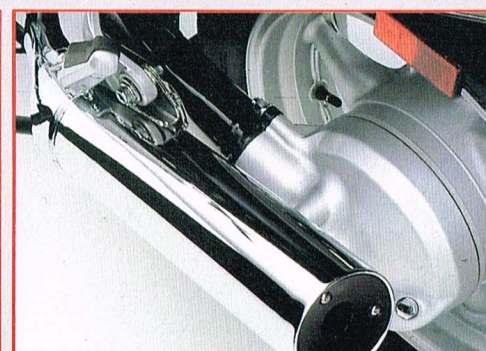
With the stunning combination of classic looks, prodigious power and state-of-the-art technology, the new GSX1100G offers all that you could want in a large touring machine.

The technology of the 1127 cc four cylinder engine originates from Suzuki's GSX-R powerplant - but with some important differences. For a start it has shaft drive which is clean and quiet with low maintenance, as well as a gear-driven secondary balancer shaft to reduce overall vibration - making this one of the smoothest units around.

Other technologies are right out of the top drawer. Including Suzuki's Advanced Cooling System (SACS) to keep the engine at optimum operating temperature, 36 mm Slingshot carburettors and four-into-two exhaust system for tremendous torque. Computerised digital ignition, hydraulic clutch and positive transmission shifting are all designed to enhance riding convenience while the ergonomically designed seat provides excellent rider and passenger comfort - as does Suzuki's unique progressive single shock rear suspension.



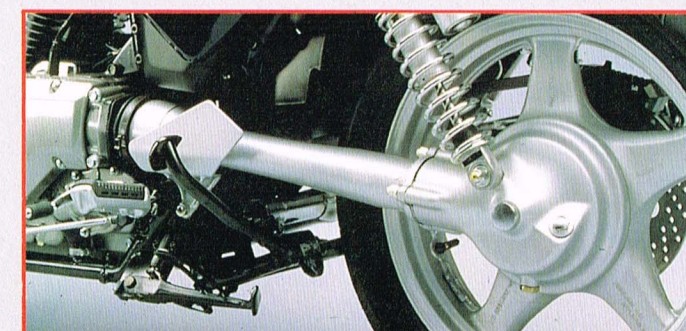
1127cc performance and reliability.



Riding comfort from shaft drive.



This distinctive sports machine with its elegant slim lines, classic looks and a booming, high torque V-twin 805cc engine, combines the styling virtues of yesteryear with the very latest engineering to produce a smooth yet sporty ride with maximum power up to 63ps at 6,500rpm. The neat V-Twin engine is liquid cooled and its 75 degree crankshaft layout helps ensure smooth delivery of its high mid-range torque, up to 7.51kgm at 5,500rpm. The VX800 features shaft drive for low maintenance while computer controlled digital ignition provides ideal timing at all engine speeds. Other features include 36mm Mikuni carburettors for excellent power output while the twin exhausts with reverse taper silencers help produce that distinctive throaty sound. The VX800 takes you back to the future of motorcycling.



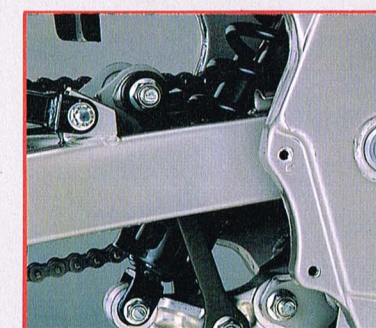
Low maintenance shaft drive system



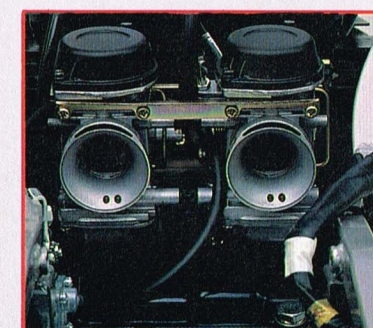
Suzuki's versatile, multi-purpose GS500E offers riders the best of all worlds. Whether you're riding through city traffic or taking in the countryside air, the GS500E is the perfect partner.

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.

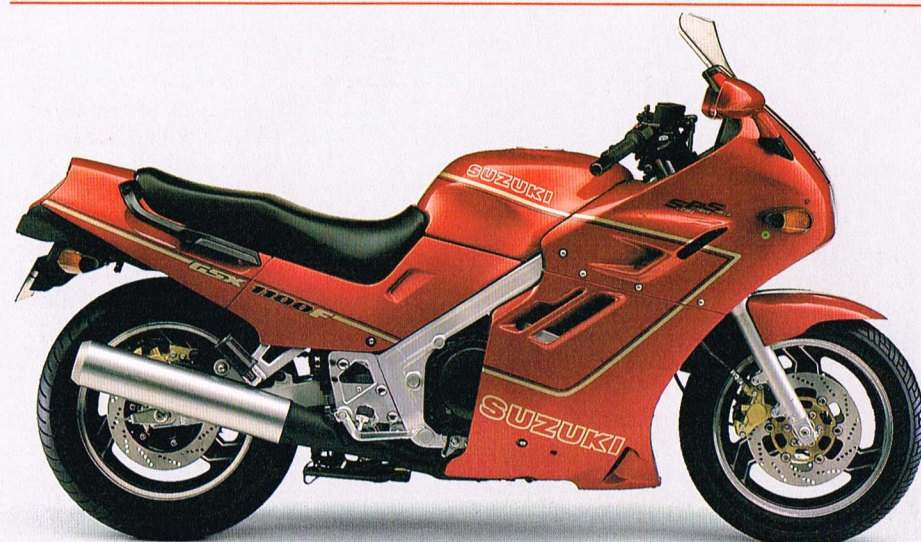


Full floater rear suspension



Slingshot carburettors





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

New features 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.

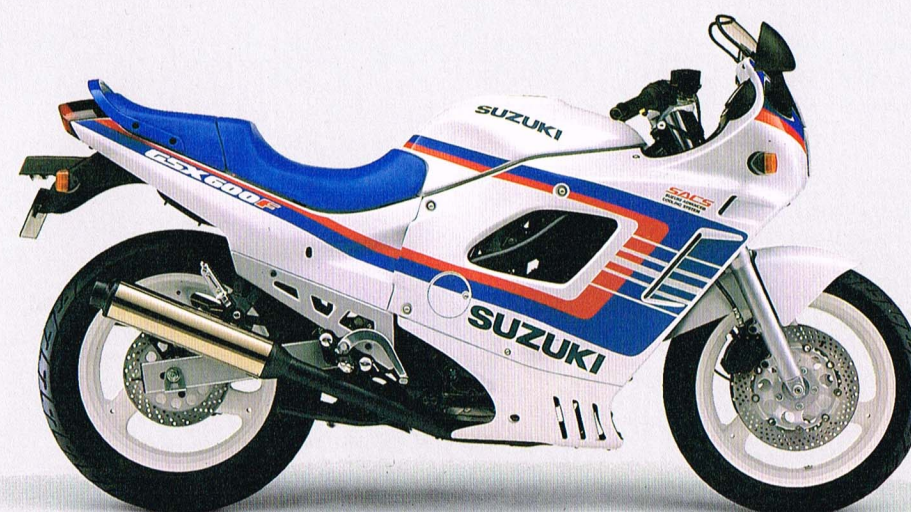


A development from the supremely successful GSX-R750, the 1990 GSX750F combines the very best features of racebike technology with the comfort and versatility of a streetbike.

So you get a 748 cc 4 cylinder powerplant featuring four Slingshot carburettors, 16 valves, DOHC, SACS and Twin Swirl Combustion Chambers. This enables the bike to deliver 106 ps at 10,500 rpm, 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.



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.



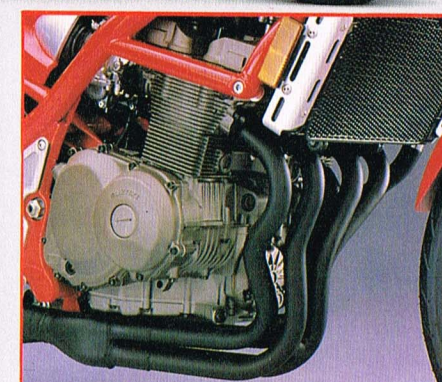
Sharp new styling and the very latest technology ensure that the completely new GSF400 will attract a lot of attention in 1991. Powered by a well proven liquid-cooled 398 cc DOHC, 4-stroke powerplant, the GSF400 has plenty of low end and mid-range torque, yet has a redline of 14,000 rpm. That means you'll have quick acceleration for town riding and smooth high-revving power on tap if you need it - courtesy of Suzuki's famous Slingshot carburettors and a four-into-one exhaust system.

A classy steel-tube diamond frame forms the foundation of the GSF400's strength. Computer designed, it's strong and rigid and contributes to the bike's low centre of gravity for great handling. Front suspension features telescopic front forks with thick 41 mm stanchion tubes and a new link-type suspension design with seven-way preload adjustable shock in the rear. It all adds up to great riding and handling over all types of conditions and in superb comfort thanks to the wide, shapely seat.

Hydraulic front (310 mm) and rear (250 mm) disc brakes provide the stopping power while the beautifully sculptured tank holds 16 litres. At-a-glance instrumentation includes an independent speedometer and tachometer.



State-of-the-art disc braking.



Lightweight 398cc power plant.



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.



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.



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.



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.



The new DR650 offers all the multi-purpose capabilities you would expect from a bike boasting a big-bore single-cylinder, 640cc four-stroke engine. The SOHC design delivers versatile performance and superb torque output across its wide rev range while the Suzuki Advanced Cooling System (SACS) gives efficient high-volume oil cooling.

Features like the dual-balancer-shaft system which increases engine smoothness for greater rider comfort and the large 40mm Slingshot carbs for excellent response, show why the DR650 is perfectly suited to both on- and off-road riding.

A comprehensive specification includes a dual exhaust muffler system keeping torque output high, large capacity clutch for positive and precise shifting, and big front (280mm) and rear (250mm) disc brakes for consistent braking. In addition, the rigid front forks give exceptionally long travel (240mm) while in the rear the link-type suspension provides smooth swingarm progression for both rider comfort and better road-holding. The DR650 also features electric starting, a long comfortable dual seat, a convenient luggage carrier and a 20litre fuel tank.



If you're serious about dual purpose trail bikes you need look no further than the new Suzuki DR350. It's a stunning four-stroke single with all the right credentials for on- and off-road riding - a strong lightweight and compact 349cc engine, rigid computer designed frame, excellent throttle response and long-travel suspension.

The six speed transmission ratios of the DR350 were specially chosen by off-road experts, while the large capacity clutch uses the very latest plate materials for great durability and reduced fade. Features include Suzuki Advanced Cooling System (SACS) for efficient engine cooling, 33mm Slingshot carbs for fast, smooth throttle response and computer-controlled digital ignition system for ideal timing right through to the redline.

The bike's on-road comfort and off-road capabilities are enhanced by front forks with 43mm stanchion tubes giving 280mm of smooth and progressive wheel travel while the link-type rear suspension features a remote reservoir Showa rear shock absorber with externally adjustable compression damping. In addition, the DR350 features a powerful braking system with 250mm front and 220mm rear disc brakes.



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, CDI ignition and heavy duty torque across the rev range.

For 1991, the DR800's fuel tank and side covers have been redesigned and there's a new exhaust system featuring twin mufflers. What's more, this dual purpose machine is now available in stylish new colours.

Comfort's in too, with a superbly slim frame and a low centre of gravity that makes the DR800S exceptionally manoeuvrable. Up front, new larger forks offer extremely long travel, for even better off-road handling.

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.



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.



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.

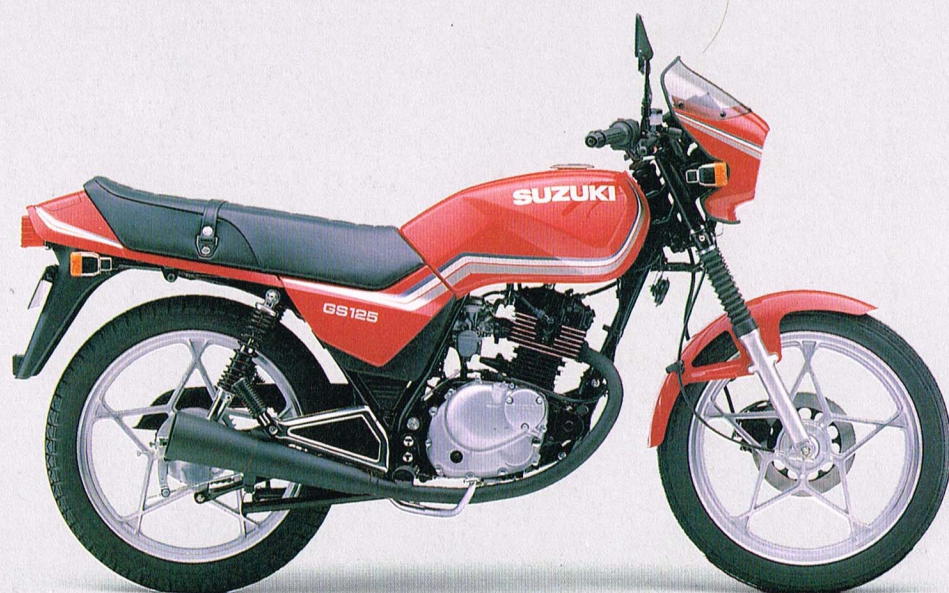
Digital CD ignition, vibration reducing engine mounts, and a performance boosting Slingshot carburettor are just some of the features of this machine. First class handling ability is aided by the tremendously long 270 mm wheelstroke front and rear.

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.



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.



Suzuki's GS125ES is a fun sports lightweight equipped with a superb range of standard features. You get 5-speed transmission, aerodynamic fairing, full instrumentation, a large fuel tank, alloy cast wheels, electric start, 12-volt electrics and maintenance-free transistorised ignition.

The GS125ES is powered by a single cylinder, OHC, four stroke engine with twin dome combustion chamber for a faster burn and increased output, making it both economical and fast.

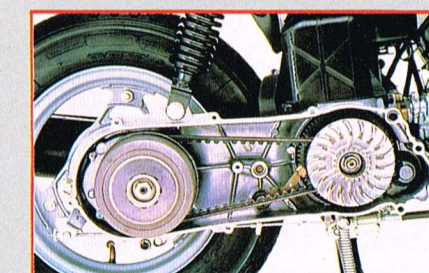


The GP100's air cooled, single cylinder, two-stroke engine, offers strong performance with money saving potential on insurance because the engine capacity is just under 100cc, making it eligible for inclusion in this important insurance category.

The specification includes 5-speed transmission, twin rear view mirrors and a large dual seat. The GP100 is available in either red or blue and is capable of nearly 70 mph.



Fashionable cherry red metallic paintwork adorns the attractive and practical CP80 to make sure you stand out from the crowd. The single cylinder, two stroke engine features automatic transmission and an electric start for rider convenience and offers excellent all-round performance and fuel economy. You'll find that the step-through CP80 is perfect for cruising around town and commuting.



Suzuki's new scooter brings smooth power delivery and fresh styling to everyday riding. Featuring a 2-stroke forced air-cooled single cylinder engine, the 'Style' offers both responsive acceleration and excellent fuel economy.

The v-belt 'stepless' transmission, means there's no gear changes to worry about, and when starting, both electric self-starter and kick start are provided along with automatic choke.

Standard equipment includes large footwells for ample legroom, a maintenance-free battery, sporty instrument panel and push-cancel turn signals.

SPECIFICATIONS

MODEL	ENGINE	POWER (PS)	TORQUE	SUSPENSION		TYRES FR/R	DIMENSIONS			WHEELBASE
				FRONT	REAR		WEIGHT	SEAT HEIGHT	FUEL	
RACE REPLICA										
GSX-R1100	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	125 PS @ 9,500rpm	11.4kg m @ 7,250rpm	Fully Adjustable Inverted Telescopic Fork	Full Floater, Fully Adjustable	120/70-ZR17 180/55-ZR17	210kg	795mm	21 litres	1465mm
GSX-R750	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	116PS @ 11,000rpm	8kg m @ 9,500rpm	Fully Adjustable Inverted Telescopic Fork	Full Floater, Fully Adjustable	120/70-17 170/60-17	208kg	790mm	21 litres	1415mm
RGV250	V-Twin, Liquid Cooled, 2 Stroke, Reed Valve	62PS @ 11,000rpm	4.0kg m @ 11,000rpm	Inverted Telescopic Fork Adjustable Preload	Full Floater, Fully Adjustable	110/70-R17 150/60-R17	139kg	766mm	16 litres	1380mm
RG125	2 Stroke, Single Cylinder Liquid Cooled, SAEC	12.2PS @ 8,500rpm	2kg m @ 8,500rpm	Telescopic Fork	Full Floater	80/100-16 90/90-18	96kg	730mm	13 litres	1310mm
SPORTS TOURING										
GSX1100G	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	125 PS @ 9,500rpm	11.4kg m @ 7,000rpm	Telescopic Fork	Full Floater, Fully Adjustable	110/80-V18 160/70-V17	240kg	800mm	22 litres	1568mm
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	251kg	795mm	21 litres	1535mm
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-V17 150/70-V17	209kg	790mm	20 litres	1460mm
GSX600F	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	86PS @ 11,000rpm	6.0kg m @ 9,600rpm	Telescopic Fork	Full Floater, Adjustable Preload	110/80-V17 140/80-V17	201kg	780mm	20 litres	1430mm
VX800	SOHC, 4 Stroke, TSCC, V-2 Cylinders, Water Cooled, 8 Valves	63PS @ 6,500rpm	7.51kg m @ 5,500rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	110/80-18 150/70-17	213kg	795mm	19 litres	1555mm
GS500E	DOHC, 2 Cylinder 4 Valves	52PS @ 9,200rpm	4.2kg m @ 7,500rpm	Telescopic Fork	Full Floater, Adjustable Preload	110/70-17 130/70-17	169kg	785mm	17 litres	1405mm
GSF400	DOHC, 4 Cylinder, Liquid Cooled 16 Valves, TSCC	54 PS @ 10,600rpm	3.9kg m @ 9,600rpm	Telescopic Fork	Full Floater, Adjustable Preload	110/70-17 150/70-17	165kg	790mm	16 litres	1430mm
GS125ES	SOHC, Single Cylinder TDCC	12.2PS @ 9,500rpm	1.1kg m @ 8,500rpm	Telescopic Fork	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 Fork	Full Floater, Adjustable Preload	90/90-21 130/80-17	185kg	870mm	29 litres	1510mm
DR650RSE	SOHC, Single Cylinder 4 Valves, SACS, Dual Plug	46 PS @ 6,800rpm	5.7kg m @ 5,000rpm	Telescopic Fork	Full Floater, Adjustable Preload	90/90-21 120/90-17	155kg	890mm	20 litres	1510mm
DR350S	SOHC, Single Cylinder 4 Valves, SACS, Dry Sump	30 PS @ 8,000rpm	3.0kg m @ 6,500rpm	Telescopic Fork Compression Damping Adjustable	Full Floater, Adjustable Damping	80/100-21 110/90-18	118kg	890mm	9 litres	1435mm
DR125S	SOHC, Single Cylinder TDCC	12.2PS @ 9,500rpm	1.1kg m @ 8,000rpm	Telescopic Fork	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 m @ 8,000rpm	Telescopic Fork	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 Fork	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	71 PS @ 4,800rpm	11.5kg m @ 3,200rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	110/90-19 170/80-15	243kg	720mm	13 litres	1620mm
VS750GL	OHC, V-Twin Water Cooled, 8 Valves	55 PS @ 7,500rpm	6.15kg m @ 5,000rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	80/90-21 140/90-15	198kg	685mm	12 litres	1545mm
LS650P	SOHC, Single Cylinder Air Cooled, 4 Valves	31 PS @ 5,400rpm	5.1kg m @ 3,000rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	100/90-19 140/80-15	159kg	700mm	10.5 litres	1485mm
COMMUTER										
GN250F	SOHC, Single Cylinder Air Cooled, 4 Valves	22PS @ 8,500rpm	2.0kg m @ 5,500rpm	Telescopic Fork	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 Fork	Twin Shock Adjustable Preload	2.50-18 2.75-18	95kg	750mm	14 litres	1330mm
CP80	2 Stroke Single Cylinder	8PS @ 6,800rpm	0.9kg m @ 6,500rpm	Telescopic Fork	Swinging Arm	3.50-10 3.50-10	73kg	610mm	4 litres	1155mm
AE50 Style	2 Stroke Single Cylinder	2.9PS @ 6,500rpm	0.6kg m @ 6,000rpm	Telescopic Fork	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.



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Heron Suzuki PLC, Gatwick Road, Crawley, West Sussex RH10 2XF Tel: (0293) 518000

A Heron International Company

- 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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