

*Suzuki*

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**P O W E R**

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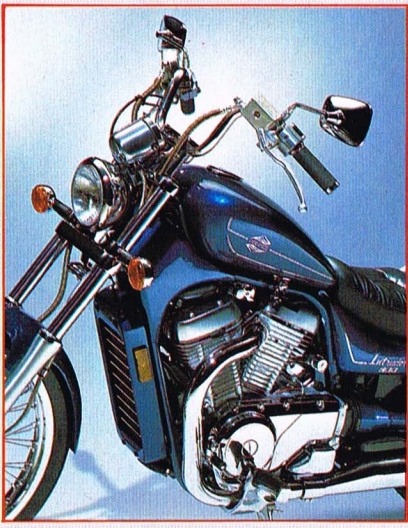
**TECHNOLOGY**





# INTRODUCTION

A pedigree that's second to none – that's what's behind every 1992 Suzuki. Reflecting a reputation for outstanding quality and reliability, for innovative race-proven technology and for eye-catching style. Established for over seventy years, Suzuki has continually invested in research, development and the intensive testing needed to create a truly outstanding range of motorcycles. Featuring the very latest engineering advances necessary to achieve success on the racing circuits throughout the world, the 1992 Suzuki range offers a wide choice for discerning motorcyclists. Whether you want a race-replica, sports tourer, custom or trail-bike you'll find it in the Suzuki range. Each benefitting from The Power of Technology.



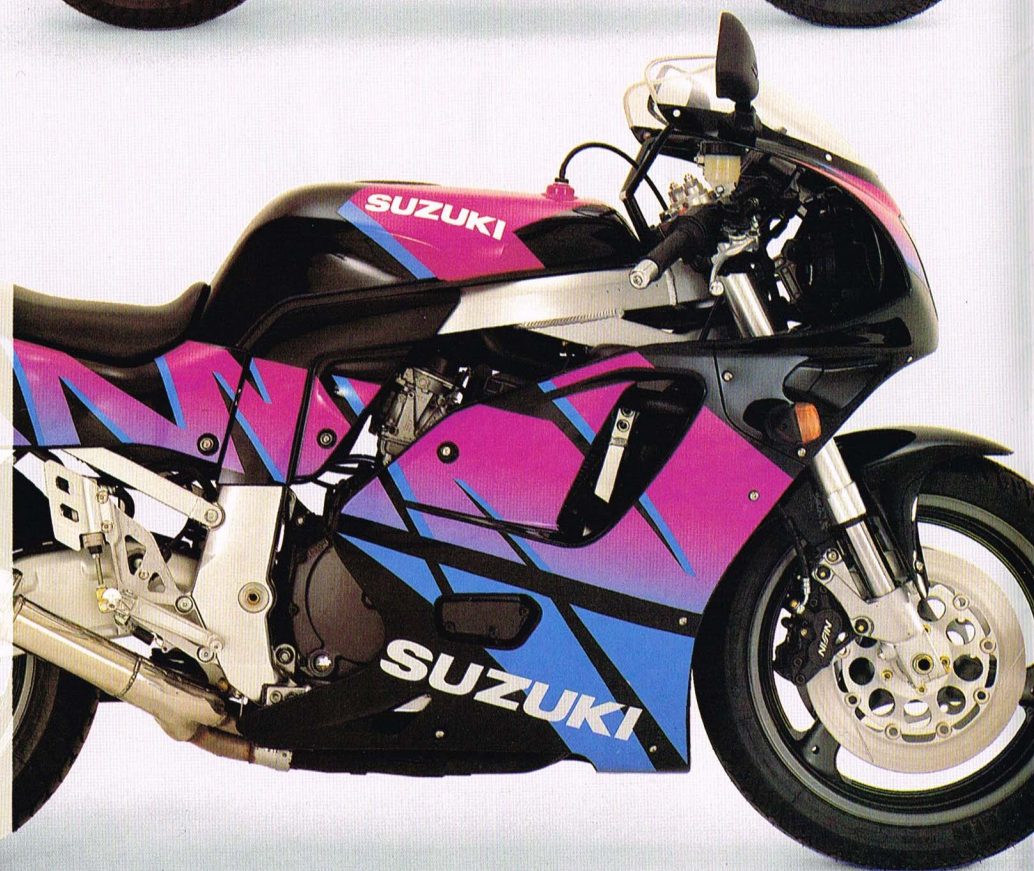
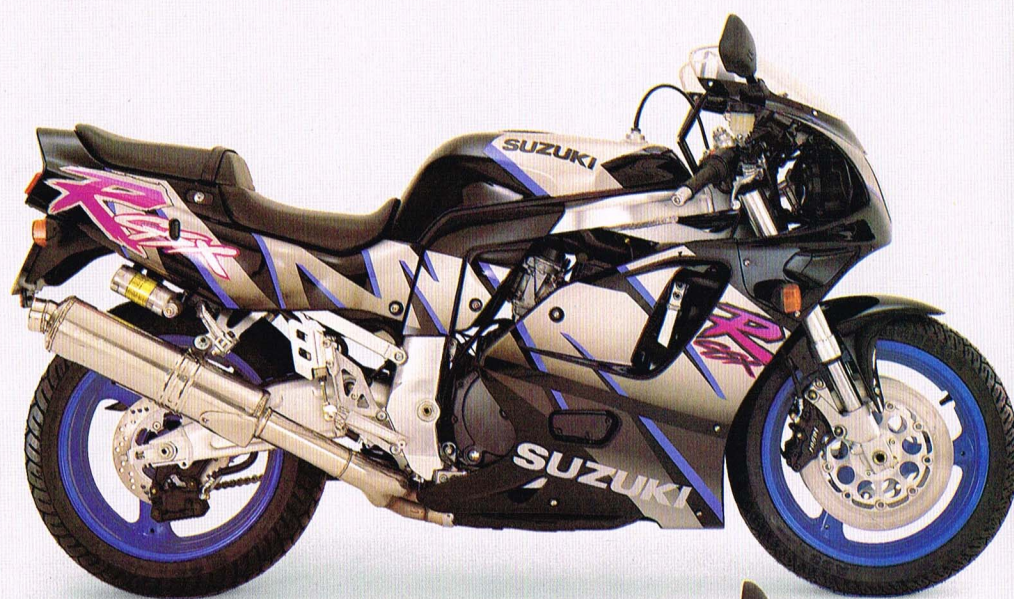
# GSX-R1100

Leading the big league in 1992 is Suzuki's GSX-R1100, with race-winning technology and proven design features that put it way out in front. A state of the art 1127cc DOHC 4 cylinder, 16 valve power-unit benefits from an array of technical refinements that make its high levels of power and performance possible. The blended design of valve-seats and inlet ports improves intake efficiency and torque levels while individual lightweight rocker arms for each cylinder reduce inertial mass and, especially at high rpm, mechanical losses. The sophisticated engine has Twin Swirl Combustion Chambers fed by 40mm Slingshot carburetors which have a special slide design for quicker, more efficient response. Cooling is achieved using the Suzuki Advanced Cooling System (SACS) which combines oil with air cooling and carries heat to a high capacity Radial Flow cooler for improved heat dissipation and more precise engine performance. To ensure good handling, there is a compact, double-cradle aluminium alloy frame and swingarm design that is based on Formula 1 racing motorcycles. Upside-down front forks give greater rigidity and smoother action. The GSX-R1100 has wide, hollow-spoked wheels, with high-performance 17" front and rear radial tyres for superb roadholding. The front braking system features 310mm floating twin discs, four piston calipers and sintered metal pads for fantastic stopping power. Narrow fairing and bodywork derives from factory race machines, while the wide racing seat combines a sporty feel with practical riding comfort. Sensational new colour graphics underline the pedigree and excellence of the GSX-R1100, the ultimate high performance race replica.



## GSX-R750

The new GSX-R750 has been radically updated as a result of direct feedback from the racetrack and, in the Suzuki tradition, offers the very latest technological advances and developments. Its all-new 4 cylinder, 4-stroke, DOHC, TSCC powerplant is slimmer and more compact with a new, direct-push valve lift system with modified valve angle giving increased efficiency and enhanced performance throughout the power range with higher overall peak levels. Slingshot carburettors, with their unique slide design pioneered by Suzuki and Mikuni engineers, ensure even better response. Incorporating a new water cooling system and Suzuki's proven oil-jet cooling system, the power unit is able to achieve a higher compression ratio, greater durability and a higher level of cylinder charging efficiency. An improved action Radial Flow radiator with outstanding heat dissipation characteristics ensures constant engine performance. Aluminium alloy double cradle frame and swingarm are light and extremely stiff, directly based on racing design. Optimised front to rear weight distribution and low centre of gravity combine with high performance 17" racing width tyres and three spoke alloy wheels to deliver superb overall handling. Upside-down front forks feature adjustable damping control and large floating front discs with staggered diameter four-piston calipers provide excellent handling and stopping capabilities. Representing the results of 7 years of intensive feedback from the racetrack, this new generation race-replica combines high specification levels and stunning performance with exciting colour graphics to establish a real winner. The GSX-R750 is also available in white/blue.



## RGV250

The Grand Prix breeding of the RGV250, derived from the RGV Gamma 500, can be seen at a glance. Its V-twin two stroke engine features an engine management system, Suzuki Advanced Power Control (SAPC), offering maximum power up to 62 ps at 11,000 rpm. By controlling intake, ignition and exhaust, SAPC widens the power band even further and gives stunning performance across the range. Another race-derived feature is the eye-catching crescent shaped CAL-BOX (Crescent Aluminium Box) swingarm. It makes a significant contribution to the look of the machine and gives excellent rigidity and improved cornering clearance. Specially selected gear ratios give even better acceleration with upside-down front forks providing extra front-end rigidity. Ample braking is provided by a system featuring front discs combined with wider wheels and tyres. An upswept racing-type exhaust system adds yet more style to the look and feel of what is probably the closest race-replica production machine you can get your hands on.





# RG125F

Featuring racebred technology and style, the new RG125 will appeal as the best introduction to genuine race-replica motorcycling. It's a full-size motorcycle that combines ease of handling, compactness and light weight with efficient performance. The single cylinder two-stroke engine has water cooling for better performance at high temperatures with AETC-II (Automatic Exhaust Timing Control). The ignition timing system constantly monitors engine rpm for improved accuracy and reliability. Double cradle frame, upside down forks and crescent shaped swingarm optimise handling characteristics and other features include 16" front wheel, Full-Floater rear suspension with gas sealed rear shock absorber for improved road surface traction and 13 litre fuel tank. With one of the most eye-catching designs and colour graphics available, the new RG125 makes a unique statement in today's world of lightweight motorcycling.

# RG125

The lean, clean, simple lines deserve the name "Wolf". Based on the new RG125 it brings all the pleasure and excitement of a true sports machine within reach of the younger enthusiast. The high-performance 2-stroke engine is based on Suzuki racetrack experience and the "Wolf" makes an affordable and stylish starter for the young enthusiast.



# GSX1100F

The exciting GSX1100F sports tourer provides the perfect combination of riding comfort and powerful performance that is only to be expected from a machine featuring a 4 cylinder, 16 valve DOHC engine, with TSCC and SACS, as well as a four-into-two exhaust system. Everything has been designed to ensure real riding comfort. The aerodynamic fairing has a unique Power Shield windscreen which, at the touch of a button, can be raised or lowered as required. There is a large seat giving a comfortable riding position, while Full-Floater rear suspension has fully adjustable damping to modify handling characteristics under varying riding conditions. Dual floating front discs with sintered metal pads provide the stopping power demanded by this mighty Suzuki tourer. Exciting modern graphics perfectly complement the statement of power and performance made by the GSX1100F.

# GSX750F

The stunning GSX750F effortlessly combines all the features of race-proven state of the art technology with the versatility and characteristics of a class winning street machine. Its high performance 748cc 4 cylinder engine has four Slingshot carburetors, 16 valves, DOHC, TSCC, SACS, and Direct Air Intake System (DAIS) to assist in delivering 106 ps at 10,500 rpm with a broad spread of usable torque throughout the power range. Full-Floater rear suspension, double cradle frame and 3 way adjustable rebound damping on the front forks give excellent handling and 4-piston caliper front discs with sintered metal pads give sure stopping power. The aerodynamically efficient fairing and stylish yet comfortable one-piece seat offer a smooth and practical ride wherever your journey takes you.



## GSX600F

The GSX600F engine has been developed from the high-performance GSX-R750 powerplant and is an air and oil cooled, four stroke, 4 cylinder 16 valve unit with DOHC, SACS, TSCC and quick-response Slingshot carburettors contributing to superb performance. The sculptured seat blends into the aerodynamic fairing and bodywork, offering rider comfort on long and short-haul journeys. Comfort is further increased by Full-Floater rear suspension with adjustable shock-absorber. 17" wheels with wide low-profile V rated tyres assist traction and adhesion while four piston calipers ensure excellent stopping power. A 52 degree lean-angle adds to the sheer riding pleasure that can be gained from this stylish performer.



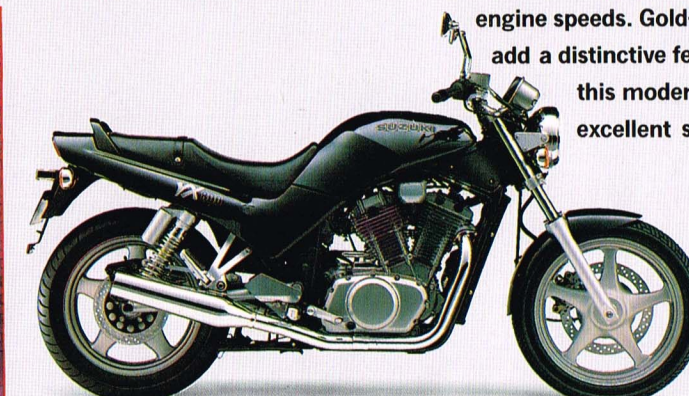
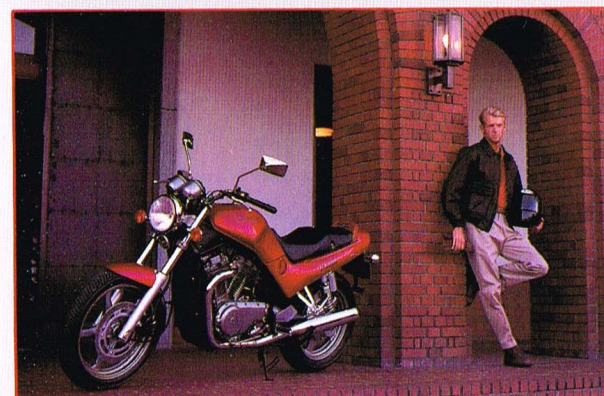
## GSX1100G

This sports tourer combines top of the range power with the latest technology to produce a good looking and effective solution to long distance motorcycling. Originating from the GSX-R engine, the 1127cc powerplant benefits from race-proven technical features like SACS, to optimise engine temperature and performance, 36mm Slingshot carburettors for quick response and a four-into-two exhaust system to ensure tremendous torque. In addition, modifications for touring include a clean and quiet low-maintenance shaft drive system and a gear-driven secondary balancer shaft to increase smoothness. Computerised digital ignition, hydraulic clutch and positive transmission shifting add to exhilarating, enjoyable long-range riding. The ergonomically designed seat and progressive single-shock rear suspension provide a practical level of comfort.



## VX800

Classical and elegant styling combine with up to the minute engineering and technology to make the VX800 a highly desirable sports machine. The powerful 805cc V-twin engine is liquid cooled and has several valuable vibration-reduction features to provide a smooth yet sporty ride. A 75 degree crankshaft configuration assists with smooth delivery of its tremendous mid-range torque while lightweight pistons also contribute to smoother operation. Shaft-drive on the VX800 means lower maintenance and computer assisted ignition means precision firing at all engine speeds. Gold-lined graphics add a distinctive feel to the look of this modern classic with its excellent specification.



## GS500E

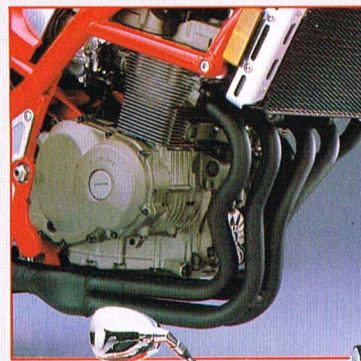
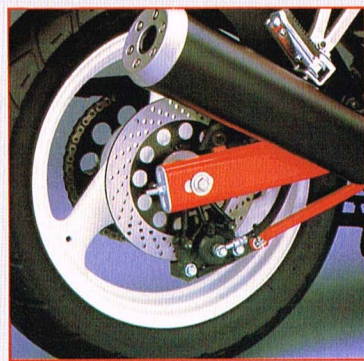
Comfortable, trouble-free riding is what the GS500E is designed for. Equally at home in city traffic or on the open road. The 4-stroke DOHC air-cooled engine, with quick-response Slingshot carburettors and computerized ignition for perfect spark timing, means reliable, peace-of-mind riding. Seven preload adjustments are available on both front and rear forks to cope with a wide variety of riding surfaces. A comfortable seat and riding position are supplemented by link-type rear suspension with 115mm of travel. Front and rear disc brakes make for sure stopping power with an adjustable front brake lever. The 17" 3-spoke aluminium alloy wheels are light and rigid, there's a lightweight 2-into-1 exhaust system, 17 litre fuel tank and easy-to-operate fuel lever. With a choice of exciting new colours, it all adds up to real riding pleasure.





## GSF400

With its sculptured 16 litre fuel tank and wide, well shaped seat, the GSF400 is the kind of machine that attracts attention. Its 398cc DOHC, four-stroke engine provides plenty of low and mid-range torque for good around-town acceleration and smooth high-revving power. Full-Floater rear suspension has 7-way preload adjustable shock and telescopic front forks with 41mm stanchion tubes to provide good handling under a range of conditions. So does the strong, rigid steel-tube diamond frame. It's computer design contributes to the GSF400's low centre of gravity. Hydraulic front and rear disc brakes provide the stopping power. At-a-glance instrumentation includes an independent speedometer and tachometer.



## GN250

With its elegant, classical styling and colour scheme this machine offers a mix of style, performance and economy. Featuring a single 4-stroke air-cooled engine, assisted by Twin Swirl Combustion Chamber (TSCC). It has a lightweight yet strong diamond frame and one-touch electric start. The front disc brake provides excellent stopping power.



## LS650

With its extremely comfortable, large stepped seat and custom cruising design, the 652cc air-cooled, 4-stroke LS650 features lots of chrome, a teardrop tank and gold-lined paintwork. The engine employs a Twin Swirl Combustion Chamber for greater efficiency, electric starter with auto decompression and a 5-speed gear box driving through a belt final drive. Together they make a very desirable cruiser to be seen with.



## VS800

Stylish, powerful and efficient, the new VS800 has arrived. Finished in eye-catching new colours it has a narrow twin cylinder power unit with TSCC, providing all the low and mid-range torque you want from a motorcycle of this size. A 45 degree phase dual-pin crankshaft reduces vibration, chromed exhaust and silencer system provides a throaty roar and its low slung comfortable seat make a machine that sounds and looks every inch a classic. It has a low-torque reactive drive shaft for low maintenance and hydraulic clutch for positive action. Handlebars, forks, grab bar, cissy bar and side stand are all chrome plated. The VS800 is sheer custom style riding pleasure.





## DR650

This big single gives real torque and versatile performance across its rev range. The 640cc overhead camshaft unit features four valves and a highly efficient oil jet lubrication system, CDI ignition with dual plugs for precise timing and large 40mm Slingshot carburettors for excellent low to mid-range response plus good high-rpm power. SACS means high efficiency oil-cooling and there is a dual-balancer shaft system to increase engine smoothness making riding more comfortable on or off road. The dual exhaust system assists in keeping torque high while combining with the long, comfortable dual seat. The DR650 has 280mm front and 250mm rear disc brakes for good braking control. Long-travel front forks offer excellent ride and link-type rear suspension adds to the comfort together with outstanding road holding. With electric start and 20 litre fuel tank, the DR650 has exciting graphics and colour scheme.



## DR350S

A machine that's equally at home on or off-road. It has a six-speed transmission with wide ratios carefully selected and exhaustively tested in on and off-road conditions. As a result, best possible use is made of available power from the compact and responsive 349cc single cylinder 4-stroke engine, with a counter-rotating balancing shaft to minimise vibration. There is dry-sump lubrication which reduces engine size by using frame components as an oil reservoir. SACS combines air and oil cooling for simplicity, efficiency and light weight. Computer analysis has resulted in a light, stiff frame and an optimum centre of gravity for improved agility. There is a guard bar to help protect the crankcase. Front forks benefit from sophisticated damping, with the swingarm constructed using advanced adhesives. Further refinements are a high-capacity generating system and powerful brakes.



## DR125

Comfortable all-terrain riding is on offer from this air-cooled 4-stroke OHC engined machine. It has a Twin Dome Combustion Chamber and a side-branch exhaust system, achieving more efficient combustion for greater power output. Thanks to long travel front forks and Full-Floater suspension at the rear, excellent control is assured in off-road conditions and the transistorised ignition, six-speed transmission, folding pedals and footrests, all make it a great motorcycle to ride.



## TS125R

Based on Suzuki's winning formula for world championship motocross, the TS125 is an exciting dual-purpose machine powered by a 2-stroke single cylinder engine with piston and reed valve induction. A Slingshot carburettor boosts performance across the range. Riding position is comfortable, as is the ride, thanks in part to vibration reducing mounts and Full-Floater rear suspension. The TS125 has a cradle frame, front disc, six-speed gearbox and excellent handling with 270mm wheelstroke front and rear. New graphics and colours reflect the great motocross spirit of this exciting machine.





## TS50X

The TS50X is a true 50cc trail-riding machine with a 2-stroke reed induction engine giving outstanding versatility for on or off-road work. Thanks to the Suzuki Full-Floater rear suspension it copes well with tough terrain and puts the high torque delivery from the engine to good use. Instrumentation includes tachometer and 12 volt lighting. All enhanced by bold new graphics and modern colour schemes.



## GS125

This is a sports lightweight that's fun to ride and surprisingly economical. The secret lies in its big machine features like Twin Dome Combustion Chamber (TDCC) and low maintenance transistorised ignition for sure starting. There's a 5-speed gearbox, aerodynamic fairing, large fuel tank and alloy cast wheels. It has 12 volt electrics. Thanks to the technological refinements, the performance of its single cylinder OHC 4-stroke engine is outstanding.



## GP100

For a motorcycle that makes it into the money-saving 'under 100cc' insurance category, the GP100 has some surprises in store. Its air-cooled 2-stroke single cylinder delivers remarkable power for its size and is coupled to a 5-speed gearbox. GP100 comes with twin rear-view mirrors and a large dual seat, and offers excellent value for money.



## CP80

Stand out on the crowded streets with this very practical and economical machine for the traveller and commuter. Transmission is automatic and with electric start and incredibly economical single cylinder two stroke engine, this is the perfect answer for getting around today's busy streets. Also available in white.



## STYLE

Suzuki's smart 2-stroke scooter is designed for reliable and effortless operation. A V-belt stepless transmission does away with gear changes and it has forced-air cooling and automatic choke. There is electric start as well as a kick start and the Style has a maintenance-free battery. Other features include large footwells giving ample legroom, sporty instrumentation and push-cancel indicators. The Suzuki Style – the smart way to travel. Also available in white.





# SPECIFICATIONS

## RACE REPLICA

MODEL	ENGINE	POWER (PS)	TORQUE	SUSPENSION		TYRES FR/R	DIMENSIONS			WHEELBASE
				FRONT	REAR		WEIGHT	SEAT HEIGHT	FUEL	
GSX-R1100	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	125 PS @ 9,500 rpm	11.4 kg m @ 7,250 rpm	Fully Adjustable Inverted Telescopic Fork	Full Floater, Fully Adjustable	120/70-ZR17 180/55-ZR17	210 kg	795 mm	21 litres	1465 mm
GSX-R750W	DOHC, 4 Cylinder, 16 Valves Water Cooled, TSCC, SACS	118 PS @ 11,500 rpm	8 kg m @ 9,500 rpm	Fully Adjustable Inverted Telescopic Fork	Full Floater, Fully Adjustable	120/70-17 170/60-17	208 kg	780 mm	21 litres	1435 mm
RGV250	V-Twin, Liquid Cooled, 2 Stroke, Reed Valve	62 PS @ 11,000 rpm	4.0 kg m @ 11,000 rpm	Inverted Telescopic Fork Adjustable Preload	Full Floater, Fully Adjustable	110/70-R17 150/60-R17	139 kg	766 mm	16 litres	1380 mm
RG125FU	2 Stroke, Single Cylinder, Reed Valve, Liquid Cooled, SAEC	12.2 PS @ 7,500 rpm	2.15 kg m @ 8,100 rpm	Inverted Telescopic Fork	Full Floater	100/80-17 120/80-17	125 kg	775 mm	14 litres	1335 mm
RG125	2 Stroke, Single Cylinder Liquid Cooled, SAEC	12.2 PS @ 8,500 rpm	2 kg m @ 8,500 rpm	Telescopic Fork	Full Floater	80/100-16 90/90-18	96 kg	730 mm	13 litres	1310 mm

## SPORTS TOURING

GSX1100G	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	100 PS @ 8,000 rpm	10.0 kg m @ 7,000 rpm	Telescopic Fork	Full Floater, Fully Adjustable	110/80-V18 160/70-V17	240 kg	800 mm	22 litres	1568 mm
GSX1100F	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	125 PS @ 9,500 rpm	11.4 kg m @ 7,000 rpm	Telescopic Fork Adjustable Preload	Full Floater, Adjustable	120/80-V16 150/80-V16	251 kg	795 mm	21 litres	1535 mm
GSX750F	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	106 PS @ 10,500 rpm	7.5 kg m @ 9,500 rpm	Telescopic Fork Adjustable Preload	Full Floater, Adjustable	110/80-V17 150/70-V17	209 kg	790 mm	20 litres	1460 mm
GSX600F	DOHC, 4 Cylinder 16 Valves, TSCC, SACS	86 PS @ 11,000 rpm	6.0 kg m @ 9,600 rpm	Telescopic Fork	Full Floater, Adjustable Preload	110/80-V17 140/80-V17	201 kg	780 mm	20 litres	1430 mm
VX800	SOHC, V-Twin, 8 Valves Water Cooled, TSCC	63 PS @ 6,500 rpm	7.51 kg m @ 5,500 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	110/80-18 150/70-17	213 kg	795 mm	19 litres	1555 mm
GS500E	DOHC, 2 Cylinder 4 Valves	52 PS @ 9,200 rpm	4.2 kg m @ 7,500 rpm	Telescopic Fork	Full Floater, Adjustable Preload	110/70-17 130/70-17	169 kg	785 mm	17 litres	1405 mm
GSF400	DOHC, 4 Cylinder, Liquid Cooled, 16 Valves, TSCC	54 PS @ 10,600 rpm	3.9 kg m @ 9,600 rpm	Telescopic Fork	Full Floater, Adjustable Preload	110/70-17 150/70-17	165 kg	790 mm	16 litres	1430 mm
RG125U	2 Stroke, Single Cylinder, Liquid Cooled, SAEC	12.2 PS @ 7,500 rpm	2.15 kg m @ 8,100 rpm	Telescopic Fork	Full Floater	100/80-17 120/80-17	116 kg	775 mm	14 litres	1335 mm
GS125ES	SOHC, Single Cylinder TDCC	12.2 PS @ 9,500 rpm	1.1 kg m @ 8,500 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	2.75-18 3.00-18	103 kg	745 mm	11 litres	1270 mm

## TRAIL

DR650RSE	SOHC, Single Cylinder 4 Valves, SACS, Dual Plug	46 PS @ 6,800 rpm	5.7 kg m @ 5,000 rpm	Telescopic Fork	Full Floater, Adjustable Preload	90/90-21 120/90-17	155 kg	890 mm	20 litres	1510 mm
DR350S	SOHC, Single Cylinder 4 Valves, SACS, Dry Sump	30 PS @ 8,000 rpm	3.0 kg m @ 6,500 rpm	Telescopic Fork Compression Damping Adjustable	Full Floater, Adjustable Damping	80/100-21 110/90-18	118 kg	890 mm	9 litres	1435 mm
DR125S	SOHC, Single Cylinder TDCC	12.2 PS @ 9,500 rpm	1.1 kg m @ 8,000 rpm	Telescopic Fork	Full Floater, Adjustable Preload	80/80-21 100/80-18	103 kg	820 mm	12 litres	1390 mm
TS125R	2 Stroke, Single Cylinder, Water Cooled, AETC	12.2 PS @ 9,500 rpm	1.4 kg m @ 8,000 rpm	Telescopic Fork	Full Floater, Adjustable Preload	2.75-21 4.10-18	109 kg	900 mm	9.5 litres	1415 mm
TS50X	2 Stroke, Single Cylinder Air Cooled, Reed Valve	2.9 PS @ 8,000 rpm	0.6 kg m @ 7,000 rpm	Telescopic Fork	Full Floater, Adjustable Preload	2.50-21 3.00-18	83 kg	857 mm	7 litres	1250 mm

## CUSTOM

VS800GL	SOHC, V-Twin Water Cooled, 8 Valves	60 PS @ 7,500 rpm	7.0 kg m @ 5,000 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	80/90-21 140/90-15	200 kg	685 mm	12 litres	1560 mm
LS650P	SOHC, Single Cylinder Air Cooled, 4 Valves	31 PS @ 5,400 rpm	5.1 kg m @ 3,000 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	100/90-19 140/80-15	159 kg	700 mm	10.5 litres	1485 mm

## COMMUTER

GN250F	SOHC, Single Cylinder Air Cooled, 4 Valves	22 PS @ 8,500 rpm	2.0 kg m @ 5,500 rpm	Telescopic Fork	Twin Shock Adjustable Preload	3.00-18 4.60-16	129 kg	680 mm	10.3 litres	1350 mm
GP100	2 Stroke, Single Cylinder Air Cooled	12 PS @ 8,000 rpm	1.0 kg m @ 7,500 rpm	Telescopic Fork	Twin Shock Adjustable Preload	2.50-18 2.75-18	95 kg	750 mm	14 litres	1330 mm
CP80	2 Stroke Single Cylinder	8 PS @ 6,800 rpm	0.9 kg m @ 6,500 rpm	Telescopic Fork	Swinging Arm	3.50-10 3.50-10	73 kg	610 mm	4 litres	1155 mm
AE50 Style	2 Stroke Single Cylinder	2.9 PS @ 6,500 rpm	0.6 kg m @ 6,000 rpm	Telescopic Fork	Swinging Arm	2.75-10 2.75-10	59 kg	610 mm	4 litres	1135 mm

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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