

SUZUKI

'94



Ever since Suzuki first began manufacturing motorcycles they have enjoyed a reputation for stylish and innovative design. Now, thanks to decades of investment in research and development, the company are confidently positioned at the forefront of motorcycle design and production.



Today, the results of Suzuki's investment can be seen in a range of quality motorcycles, from race replica to sports tourer, custom to off-road machines, that are opening up a new era of total motorcycling enjoyment.

Over the years Suzuki has won a host of manufacturers' world championships. Now, in 1993, Kevin Schwantz has added a further chapter to the company's illustrious racing history by becoming world 500cc motorcycling champion on the Suzuki RGV500 - demonstrating once again that Suzuki motorcycles really are race proven.



Suzuki are determined, however, not to rest on their laurels, but to continue to develop new concepts and further refinements to their engineering excellence, in order to create the quality and reliability that customers around the world expect.

In 1994, Suzuki are turning the concepts of tomorrow into the actual reality of today.



RACE replica

The Suzuki GSX-R1100 was first introduced to the UK in 1986 and since that time it has been regarded as the very pinnacle of race replica design and performance. This year's machine is no exception.

GSX-R1100W

Featuring a light and compact liquid-cooled 4-cylinder, DOHC, 16-valve power plant, the '94 GSX-R1100W develops maximum power output of 125PS @ 10,000 rpm. Maximum torque is a phenomenal 11.7kg-m @ 9,000 rpm. The engine features a direct acting valve train in which the camshafts directly push the valves to achieve more precise valve action at high rpm, yet it also places an emphasis on low and mid-range torque,

adding to the machine's all round versatility. The cooling system is composed of liquid-cooling with a large-capacity Radial Flow radiator and proven oil-jet piston cooling. The result is greater durability and better overall engine efficiency. The '94 GSX-R1100W features large BST40 Slingshot carburetors for sharper throttle response while the 4-into-2 exhaust system is finely tuned to engine characteristics. The chassis incorporates a

lightweight yet highly rigid aluminium double cradle frame and together with the ultra-modern swingarm, gives the GSX-R1100W exceptional cornering and handling capabilities. State-of-the-art multi-adjustable inverted front forks and proven link-type rear suspension provide a comfortable, stable ride, while the front

brakes feature a 6-piston calliper design developed directly from the Grand Prix racing machines, for greater braking power.

With its stylish fairing and body work, race-bred technology and exceptional performance, the 1994 Suzuki GSX-R1100W is set to continue the tradition that has made it the ultimate high performance race replica motorcycle.

"It's just what a big bike should be like". Performance Bikes





GSX-R750W

Suzuki's engineers have undertaken a thorough review in order to achieve an overall reduction in weight for greater handling agility and better acceleration. Many aspects have been re-designed using FEM computer analysis. There's a new cylinder head engine mounting for example with slimmer materials and sections hollowed out for reduced weight, but high torsional rigidity, while the newly designed braced swingarm comes direct from the Grand Prix machines. All refinements are of

torque is 8kg-m @ 9,500 rpm. The liquid-cooling system combines with Suzuki's proven oil-jet piston cooling for greater efficiency. Suzuki's attention to detail however, is not confined to engine technology. The re-designed lightweight double-cradle frame with higher rigidity, provides precise handling and contributes to the dynamic, low-profiled race-bred look. The inverted front forks, which effectively counter G-forces during cornering, have also been modified to reduce weight.



course complemented by the 749cc, liquid-cooled, 4-stroke, 16-valve, DOHC engine with Suzuki Advanced Cooling System (SACS) and Twin Swirl Combustion Chambers (TSCC), designed for peak output over long periods. The slim and compact power plant features a direct acting valve train in which the camshaft pushes directly onto the valves to maintain precise timing, even at high revs. Maximum power is 118PS @ 11,500 rpm, while maximum

Front and rear disc brakes feature new 6-piston callipers like the GSX-R1100W, and a sintered metal pad to provide strong braking power, while the suspension has been refined to emphasise the GSX-R750's performance capabilities. **With aerodynamic fairing, new extra-wide low-profile 18" tyres and stunning graphics, the 1994 Suzuki GSX-R750W adds up to an exhilarating sports riding experience.**

The Suzuki GSX-R750W is undoubtedly (along with its big brother) the closest reflection of Suzuki's racing standards available on the street today. Now, with a number of new refinements to enhance its straight-line, cornering and braking performance, the 1994 Suzuki GSX-R750W is set to exceed the high standards achieved by its forerunners.

"It's one of the sweetest handling sports bikes there is. The best sports bike on the road for the money bar none." What Bike?



RGV250

IF EVER PROOF WERE NEEDED THAT RACING TECHNOLOGY CAN BE SUCCESSFULLY TRANSFERRED TO THE STREET, THEN THE SUZUKI RGV250 IS IT.

In the past few years it has set the standard in the quarter litre class, taking its advanced design straight from the RGV Gamma racer. The exhilarating 249cc, V-twin engine has a wide



power band and can pump out the power and high performance that Suzuki 2-strokes are renowned for - up to 62PS @ 11000 rpm. Incorporated in the engine design is Suzuki



Advanced Power Control (SAPC), a computerised engine management system that controls and optimises the AETC II and MDIS engine settings to reflect the actions of the Slingshot carburettors, ensure quick throttle response and powerful acceleration. Automatic Exhaust Timing Control II (AETC II) enhances power in mid-range revs, while the Multiple Digital Ignition System (MDIS) continually

adjusts timing to match performance needs. As if this startling array of technology wasn't enough, the RGV250 also features a race-bred chassis with

"Swing your leg over and the engine eagerly explodes into hyper-smooth action. Sheer no holds barred, razor-sharp, red-hot, race bike."

Fast Bikes

inverted front forks for improved front end rigidity, an upswept racing style dual exhaust and a braced swingarm for additional cornering clearance. The finishing touch is provided by high performance brakes, aerodynamic fairing and low-profile radial tyres, making the RGV250 not only the leader in its class, but also one of the most stunning motorcycles available today.



RG125F

LIKE ITS BIGGER BROTHER, THE RGV250, THE RG125F DEMONSTRATES THAT THE SPIRIT AND STYLE OF GRAND PRIX RACING CAN BE TRANSFERRED TO THE STREET IN AN EXCITING LIGHTWEIGHT MOTORCYCLE. Indeed, the RG125F shares much of its design with the RGV250, from the stylish, aerodynamic fairing, to the braced swingarm and inverted forks for more rigid handling and better cornering clearance. The RG125F is powered by a 124cc, liquid-cooled, reed valve, 2-stroke, single cylinder engine with a convenient electric starter, and is capable of 12PS @ 8,500 rpm. Now, with the full power

version homologated for full motorcycle licence holders in the UK, the de-restricted version can generate up to 33PS. The engine features Automatic Exhaust Timing Control II (AETC II) with a 3-stage timing control for smooth power output across the rev range and CDI digital ignition for optimum ignition timing. Stopping power is provided by the floating 300mm disc brakes with 4-piston callipers in the front and large 220mm disc brake in the rear.

Full size, yet lightweight, the Suzuki RG125F is a brilliant introduction to race-replica motorcycling.

"The RG can be ridden right up to the shoulder of the corner, flicked in and then laid over as far as you dare."

Which Motorcycle?



RG125 "Wolf"

FOR YOUNG RIDERS WHO PREFER THE "NAKED" LOOK, THE CLEAN LINES OF THE SUZUKI RG125 WILL BE ESPECIALLY APPEALING. The "Wolf", as it is better known, uses the same race-derived technology as its race-replica brother, the RG125F, and is powered by a single cylinder engine. It features a tough, durable double-cradle frame as well as a suspension and braking system that responds to riders' demands. Overall, the Suzuki RG125 "Wolf" offers the pleasure of sports motorcycling in a stylish and economical design



"The only limit is what you feel you can get away with."

"The Wolf is by far the easiest of the 125's to use in the urban environment."

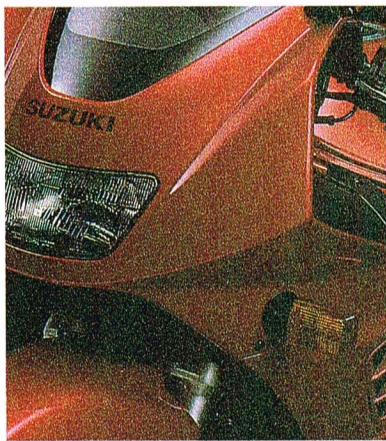
"The Wolf can pick up it's skirts and boogy."

Performance Bikes

Performance Bikes

Which Motorcycle?

SUZUKI



Sports

In 1993, Suzuki set new standards in the Sports 600cc class with the introduction of the radical new-generation RF600R. This year it's the turn of the RF900R to re-define the standards in the over 750cc class.

RF900R

IT'S A VISUALLY STRIKING AND SEDUCTIVE HIGH PERFORMANCE SUPER SPORTS MOTORCYCLE THAT MATCHES GRACEFUL ELEGANCE WITH ASTONISHING POWER. Driven by an all-new 937cc, 4-stroke, 4-cylinder, liquid-cooled, DOHC, 16-valve powerplant, the RF900R offers irrepressibly dynamic performance. A direct-acting valve train provides smooth revving and precise timing at high rpm, while Suzuki's renowned Slingshot carburetors give quick response and precise throttle control. Its abundant torque and broad, seamless power band are ideal for both motorway cruising and city streets. With Suzuki Advanced Cooling System (SACS) and Twin Swirl Combustion Chambers (TSCC) for optimum engine efficiency, the RF900R produces maximum power of 125PS @ 10,000 rpm and maximum torque of 9.7kg-m @ 9,000 rpm. The pressed construction diamond frame provides maximum strength with minimum weight - the RF900R's dry mass is only 203kg.



"For the RF to charge out of nowhere and pose a serious challenge in the most cut throat category of them all is an achievement." Bike

Every detail of its design contributes to the supreme aerodynamics. From the sharp-raked full-fairing to the finned air outlets and wide, tapered edges of the tail cowl. The RF900R's one piece seat is designed for optimum rider comfort, while its classic suspension geometry, weight distribution and chassis rigidity, contributes to exceptional handling. Spring pre-load adjustment in the front and link-type rear suspension with pre-load and rebound damping adjustments, mean the RF900R can be set up for 'sports' or 'touring' performance, as required. Providing the stopping power are dual 310mm full-floating disc featuring 4-piston Nissin callipers, while lightweight cast-aluminium wheels with low-profile radial tyres provide the necessary traction.

The all-new Suzuki RF900R. A new breed of super sports bike for pure motorcycling pleasure.



RF600R

THE RF600R IS A NEW-GENERATION SUPER SPORTS MOTORCYCLE FROM SUZUKI THAT COMBINES HIGH PERFORMANCE WITH EVERY DAY FUNCTIONALITY IN A VERSATILE AND STRIKINGLY FRESH DESIGN.

and delivers an extraordinary 100PS maximum power, together with excellent responsiveness on demand throughout the rev range. The superb handling precision and agility is due to



The sharp-raked full-fairing, specially designed air outlets, flush surface headlights and wind-slicing aerodynamics, convey a distinctive image. However, the RF600R's performance is equally important as its style. Power is derived from a 600cc, DOHC, 4-stroke, 4-cylinder, liquid-cooled engine that has been specially developed for the RF600R

the lightweight, yet highly rigid pressed construction diamond frame and the proven link-type rear suspension. Double-disc front brakes, cast aluminium wheels, radial tyres and a storage compartment in the fairing and under the seat, confirm the RF600R's pedigree.

The unique Suzuki RF600R - a fresh concept in powerful, high performance super sports motorcycling, bringing an unparalleled level of exhilaration and excitement to the 600cc class.



"It's been thrashed, scratched, toured, commuted and all the stuff real bikes have to do, and it's done it all perfectly."

Performance Bikes

SUZUKI

GSX1100F

AT THE TOP OF SUZUKI'S SPORTS TOURING RANGE IS THE GSX1100F, A MOTORCYCLE THAT COMBINES THE PERFORMANCE AND TECHNOLOGY OF A SPORTING THOROUGHbred WITH THE COMFORT AND VERSATILITY OF A TOURER.

The engine is a 1127cc, 4-cylinder, DOHC, Suzuki Advanced Cooling System (SACS) and Twin Swirl Combustion Chambers (TSCC) equipped, oil and air-cooled power plant that is based on the proven designs from years of racetrack experience. It produces ground-grabbing torque of 11.4kg-m @ 7,000 rpm and will cruise effortlessly, with a maximum power of 125PS @ 9,500 rpm. The fairing and bodywork of the GSX1100F was developed in the wind tunnel for better aerodynamics, while Suzuki's unique Power Shield windscreen which can be raised or lowered at the touch of a button, reduces the effect of wind buffeting. For improved road holding traction and increased rider comfort, the GSX1100F features Suzuki's proven link-

type rear suspension. Its braking system includes floating discs and sintered metal brake pads for excellent stopping power and long life, while 16" tyres with high load carrying capabilities contribute to the overall handling of this powerful and comfortable sports tourer.



"There's much more to the Suzuki than meets the eye... for the money you really do get an awful lot of motorcycle."

Which Motorcycle?

GSX750F

THE SUZUKI GSX750F MAY BE CLASSIFIED AS A SPORTS TOURER BUT IN REALITY IT IS MORE SPORTS THAN TOURER, BECAUSE IT IS A TECHNOLOGICAL POWERHOUSE JUST BRIMMING WITH SUZUKI'S LATEST RACE-PROVEN TECHNOLOGY.

The engine for example, which features 16-valves, DOHC, Suzuki Advanced Cooling System (SACS), Twin Swirl Combustion Chambers (TSCC) and Direct Air Intake System (DAIS), has been specifically tailored to produce extra torque for a stronger, more versatile performance. As a result, there is a broad spread of usable torque throughout the rev range. Peak torque is high too, thanks to the 36mm Slingshot carburetors with a smooth intake for quick throttle response and the 4-into-2 exhaust which features Suzuki's Power Up Exhaust System. Riding on the open country roads, the aerodynamic fairing and bodywork of the GSX750F goes to work, reducing drag and lift. At the same time, the link-type rear suspension helps to create a

smooth, progressive reaction to the road surface. For stopping power, the 290mm front disc brakes with 4-piston callipers provide consistent braking, and with its light, rigid cast-aluminium alloy 3-spoke wheels and 17" tyres for good traction, the GSX750F offers racetrack character, refined for the street.



GS500E

"Suzuki got it right first time"

Motor Cycle News

THE SUZUKI GS500E CAN JUSTIFIABLY BE REGARDED AS THE VERY EPITOME OF THE VERSATILE, RELIABLE AND FUN ALL-ROUNDER. Economical on price and fuel, it is equally at home on the open road or in the busy city streets and is packed with modern technology, such as computer controlled ignition for ideal spark timing, and a vibration damping counterbalance which smooths the engine for maximum rider comfort. The engine is a 487cc, DOHC, twin-cylinder power plant that delivers high torque over a broad rev range and is boosted by 33mm Slingshot carburetors for excellent response at low and mid-range revs. The low centre of gravity, newly designed handlebar position and cushion foam dual seat are complemented by the multi-adjustable Full Floater suspension to provide a comfortable all-round ride. With its sharp styling, 6-speed transmission, aluminium alloy 3-spoke wheels, stainless steel exhaust and effective disc braking system, the GS500E offers real peace-of-mind reliability for the ultimate all-rounder.



SHOWN WITH OPTIONAL FAIRING

GSX600F

Like all models in the Suzuki GSX-F range, the GSX600F's 4-cylinder, 16-valve engine, developed from the high performance GSX-R750 power plant, has benefited from years of production-based racing development. The 599cc, DOHC, engine packed with sophisticated technology like Suzuki Advanced Cooling System (SACS), Twin Swirl Combustion

Chambers (TSCC), Direct Air Intake System (DAIS) and 33mm Slingshot carburetors, produces 86PS @ 11,000 rpm - an impressive figure for a middleweight sports motorcycle. Its wind cheating fairing and strong double-cradle frame make it ideal for both long and short distance rides. With a link-type rear suspension, 4-piston callipers for excellent braking power and large 20 litre fuel tank for long distances, the Suzuki GSX600F represents a true value for money middleweight machine.



GS400F



"Appealing looks, excellent brakes, great acceleration and above all, is fun to ride!"

Good Motoring

ON THE SURFACE, IT MIGHT APPEAR THAT THE SUZUKI GS400 IS JUST AN EXERCISE IN STYLE. After all, its "unfair" look, rigid steel diamond frame and 3-spoke aluminium wheels do make a distinctive styling statement. But motorcyclists shouldn't be fooled by appearances, because underneath the glamour facade, the "Bandit" packs a powerful punch. It's powered by a high revving 398cc, 4-stroke, liquid cooled engine that is boosted by Slingshot carburetors to pull smoothly all the way

to a maximum 54PS @ 11,000 rpm, yet still return good fuel economy. It has plenty of low and mid-range torque which makes it an agile performer when it comes to city riding, and it's comfortable too, with a low centre of gravity, a large wide seat and Full Floater rear suspension. The 310mm front disc brakes and 250mm rear disc brake provide efficient stopping power for this potent, good looking sports machine.



GSX1100G

The largest of the classical tourers in the Suzuki range, the distinguished looking GSX1100G packs a terrific punch with its 1127cc, 4-cylinder, air-cooled engine that is based on the phenomenal GSX-R power plant. As a result, it offers an exciting blend of exhilarating power and outright performance. The engine's overall performance is optimised by the inclusion of the Suzuki Advanced Cooling System (SACS) which provides a separate, high volume, oil flow system that carries heat to an efficient, high capacity cooler. Its extraordinary torque of

10.0kgm @ 7,000 rpm is achieved by the 36mm Slingshot carbs and striking chrome plated 4-into-2 exhaust system. The GSX1100G has the convenience of all day riding comfort with its low dual seat and good riding position. In addition, it benefits from low maintenance and increased smoothness thanks to its shaft drive system and gear-driven secondary balancer shaft.

This powerful touring machine echoes the designs of traditional tourers, but benefits from the performance and technology of today.



"If you want a bike for two-up touring that doesn't even require a tickle on the gearshift to overtake caravans uphill, this is your bike."

Which Motorcycle?

VX800

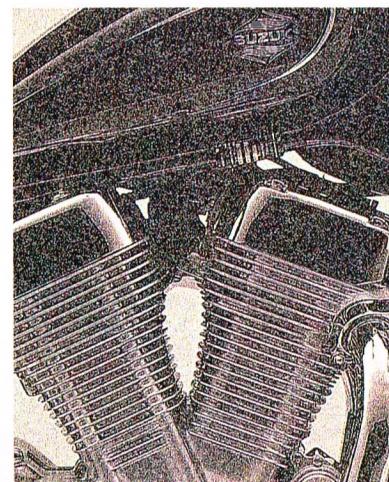
ASK ANY MOTORCYCLIST WHAT THEY WANT FROM A CLASSICAL TOURER AND THEY'LL REPLY; PLENTY OF CHARACTER AND STYLE, A HIGH TORQUE V-TWIN ENGINE, A SWEET SOUNDING EXHAUST NOTE AND LOTS OF LUSTROUS CHROME. Well, the Suzuki VX800 certainly offers all of this, but there's another side to its character too, because it also contains an array of sophisticated modern motorcycle technology. For example, it features shaft drive for low-maintenance and smooth performance, computer controlled digital ignition for precise spark timing at all speeds, and powerful front and rear disc brakes that match its prodigious strength. The VX800 also benefits from a 75mm thick seat with good riding position and vibration reducing features that provide a smooth yet sporty ride.

Adjustable twin rear shocks grace the rear, while the 41mm stanchion tubes give an impressive 150mm of wheel travel. **The VX800 offers classic character and charm, with the reliability of '90s motorcycling.**



"There's something immensely satisfying in just riding for the sake of it, especially when the machine is as rideable as this."

Motorcycle Review



Custom

At the top of Suzuki's custom cruiser range is the VS1400GLP, a lean, mean machine with 1360cc of throbbing V-twin power.

VS1400



It combines a cool, classic design with high-tech reliability. Powered by a 4-stroke, SOHC engine with 3-valves-per-cylinder and Suzuki Advanced Cooling System (SACS), it's engineered to deliver high torque (up to 11.5kgm @ 3,200rpm) at all engine speeds and a sumptuous, hearty rumble as it cruises along with seemingly effortless power. The clean and functional shaft drive means maintenance costs are minimised, while other features such as a precision electronic ignition system provide modern day reliability and performance. But, in reality, the VS1400GLP is all about style, and it has plenty of that. With its 36 degree front rake fork, low seat, gleaming chrome and a genuine sewn saddle providing the finishing touch, the VS1400GLP makes its presence felt wherever it is.



VS800



THE VS800GL IS A MAN MOUNTAIN OF A MACHINE THAT LOOKS THE PART, AND ACTS IT.

POWERED BY A WATER-COOLED, 805CC, SOHC, V-TWIN ENGINE WITH 4-VALVES PER CYLINDER AND TWIN SWIRL COMBUSTION CHAMBERS (TSSC),

It delivers strong torque from low revs, up to

a maximum of 7kg-m @ 5,500 rpm. Maximum power is 60PS @ 7,500 rpm. With vibration reducing features like lightweight pistons and a crankshaft with crankpins 75 degrees apart, this low slung machine has been designed to run smoothly, for maximum cruising pleasure. For optimum convenience, it also features clean, low-maintenance shaft drive and digital ignition. With its engine casing, exhaust pipe, grab bar, sidestand, front forks and rear shocks all finished in sparkling chrome, the Suzuki VS800GL has that total cruiser look.

LS650



THERE'S A LEAN, CLEAN LOOK TO THE SUZUKI LS650P "SAVAGE", A CUSTOM CRUISER IN THE CLASSICAL TRADITION. Its low slung design, teardrop tank, traditional spoke wheels, fat 15" low-profile

rear tyre and lots of shining high quality chrome, has classic written all over it. Driven by a 652cc single cylinder, 4-stroke, air-cooled engine with Twin Swirl Combustion Chambers (TSCC), it produces strong torque

up to 5.1kg-m @ 3,000rpm, and plenty of power. The high torque is efficiently utilised by a widely-spaced 4-speed transmission, while for comfort and convenience, the LS650P features clean, low-maintenance,

belt-drive. The finishing touch to this stylish cruiser is provided by the narrow, semi-cradle frame design, natural cruiser riding position and the beautiful deep sounding exhaust and muffler system.

GN250

Suzuki's retro custom-styled GN250 has the three virtues of good performance, excellent economy and sound reliability, thanks to its 248cc, air-cooled, 4-stroke engine. It is an extremely flexible machine and features a comfortable, well padded dual seat and adjustable rear shocks to help provide a

comfortable ride during everyday motorcycling. The classical look is achieved through the use of a strong, lightweight diamond frame and distinctive high handlebars. Also featuring a convenient one-touch electric starter, the GN250 is a versatile, reliable and economical all-round motorcycle.

"This 250 custom can embarrass the odd big bike on tight lanes."

Bike



GN125



The GN125 is ideal for young riders and commuters alike. It's small enough to get around through congested city streets, yet there's enough performance on tap from its sporty single-cylinder, 4-stroke engine, to accelerate sharply when needed. To optimise engine efficiency and performance, the GN125 also features Suzuki's renowned Twin Dome Combustion Chamber (STDCC). It's extremely

economical and reliable too, with a large 10.3 litre fuel tank for longer journeys. With its lightweight rigid diamond frame and large, dual seat, handling and comfort are assured, while the front disc brake, virtually unique in this class, provides exceptional stopping power. Convenient features like an electric start confirm the GN125's excellent commuter credentials.



Trail

The DR650RSE is Suzuki's top of the range dual purpose machine and pulls no punches in delivering dynamic performance both on and off-road.

DR650SE

It's a practical machine, powered by a big bore single-cylinder 640cc engine which provides the optimum balance of torque, acceleration and cruising speed. Excellent low to mid-range response and good high rpm power is achieved by the large 40mm

Slingshot carburetors. In practice, good dual purpose machines have to be able to take the rough with the smooth, and the DR650RSE is certainly not lacking in this department. It features a dual-

balancer shaft system which increases engine smoothness, and a long, dual seat, which, when combined with the long travel front forks and link type rear suspension, provides a comfortable ride. The DR650RSE also features an electric

starter, maintenance-free battery and long range 20 litre fuel tank, making it one of the most exciting, practical and versatile dual purpose machines around.



DR350S

THE DR350S HAS BEEN UNANIMOUSLY ACCLAIMED BY JOURNALISTS AND MOTORCYCLISTS ALIKE, SINCE IT WAS FIRST INTRODUCED TO THE UK. Although it can be classified as a dual purpose machine, it is in effect a serious off-road machine made street legal. Its compact, lightweight 349cc, single cylinder, 4-stroke engine is an extremely responsive, tractable power plant. It's augmented by 33mm Slingshot carburetors for a fast, smooth throttle response, and a close ratio 6-speed

gearbox. Its off-road capability is demonstrated by the long-stroke progressive action of the adjustable front and rear suspension which features a massive 11 inches (280mm) of wheel travel. The DR350S also incorporates a counter rotating balancer shaft within the engine design for reduced vibration, digital ignition for precise timing and a powerful braking system with front and rear disc brakes. **Off-road or on, the Suzuki DR350S is blazing a trail for others to follow.**

DR350S Bike magazine's 1993 Trail Bike of the Year





Lightweights

The design of Suzuki's TS125R is inspired by their World Championship winning motocross range, so it's not surprising that this exciting dual purpose machine has proved popular over the years.

TS125R

THE POWER OF THE TS125R CAN BE FOUND IN ITS SHARP-REVVING, LIQUID-COOLED, SINGLE-CYLINDER, 2-STROKE ENGINE WITH AUTOMATIC EXHAUST TIMING CONTROL (AETC), AND REED VALVE INDUCTION. This provides the machine with lots of useful power and torque, while a Slingshot carburettor further boosts overall performance. With its 41mm stanchion tube front fork and link-type rear suspension,

which features an impressively long 270mm of wheel travel, the TS125R offers a comfortable ride. The cradle frame and sleek bodywork which give it such a smooth profile are also derived from Suzuki's winning motocross formula. Also featuring a 6-speed transmission, front disc brake and bold colour graphic scheme, this stylish lightweight really captures the spirit of motocross riding.



GS125ES

THE SUZUKI GS125ES IS ANOTHER SPORTY MODEL IN THE SUZUKI RANGE OF LIGHTWEIGHTS THAT ARE IDEAL FOR YOUNG MOTORCYCLISTS. It blends an exciting performance with economy, reliability and style. The GS125ES is powered by an air-cooled, 4-stroke, SOHC, engine with Twin Dome Combustion Chambers (TDCC) for a more efficient performance, and features

an easy-to-use electric start and close ratio 5-speed transmission. Other features include a heavy duty front and rear suspension for a more comfortable ride, a front disc brake and functional instrument panel, making the Suzuki GS125ES a stylish and economic commuting machine.



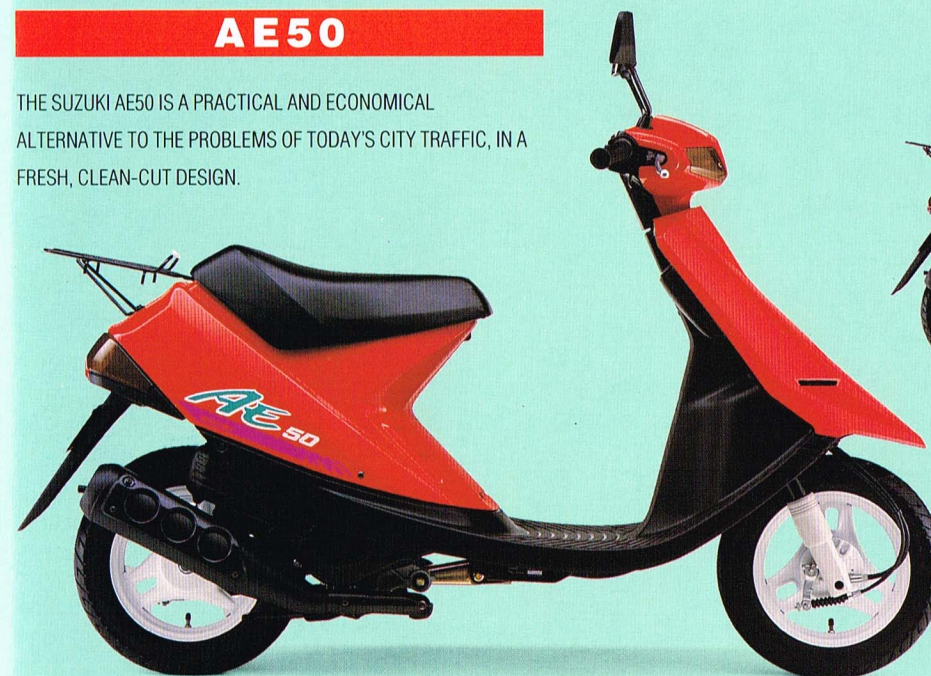
TS50X

THE TS50X IS SUZUKI'S INTRODUCTION MODEL IN THEIR RANGE OF VERSATILE, DUAL PURPOSE, TRAIL-RIDING MACHINES. It is powered by a single cylinder, air-cooled, 2-stroke engine featuring reed valve induction which produces adequate power delivery for agile mobility - both on and off-road. Its suspension is Suzuki's proven Full Floater system which copes admirably with everyday motorcycling, and increases overall comfort. With all of these features and its bold colour graphics, the Suzuki TS50X is a great introduction to motorcycling for young riders.



AE50

THE SUZUKI AE50 IS A PRACTICAL AND ECONOMICAL ALTERNATIVE TO THE PROBLEMS OF TODAY'S CITY TRAFFIC, IN A FRESH, CLEAN-CUT DESIGN.



Its 2-stroke, air-cooled engine produces lively acceleration, while the V-belt "stepless" transmission is automatic so there's no worry about having to change gear. With other features like an electric start and push-cancel direction indicators for convenience, as well as a practical storage compartment under the seat, the Suzuki AE50 offers lively, economical and reliable mobility.

AH50

THE AH50 "ADDRESS" IS A STYLISH, SPORTY AND ECONOMICAL MOPED. It features the same reliable 2-stroke, air-cooled engine as the AE50, along with convenient automatic transmission. Practical features include large footwells

for more legroom, a handy storage compartment under the seat (large enough for a full face helmet) and a 5 litre fuel tank. Nimble, nippy and affordable, the AH50 "Address" is the perfect answer to city congestion.



SPECIFICATIONS

RACE REPLICA

MODEL	ENGINE	POWER(PS)	TORQUE	SUSPENSION		TYRES FR/R	WEIGHT	DIMENSIONS		WHEELBASE
				FRONT	REAR			SEAT HEIGHT	FUEL	
GSX-R1100W	DOHC, 4 Cylinder, Liquid Cooled, 16-Valves, TSCC	125 PS @ 9,500 rpm	11.4 kg m @ 9,500 rpm	Fully Adjustable Inverted Telescopic Fork	Full Floater, Fully Adjustable	120/70 - ZR17 180/55 - ZR17	210 kg	795 mm	21L	1465 mm
GSX-R750W	DOHC, 4 Cylinder, Liquid Cooled, 16-Valves, TSCC	118 PS @ 11,500 rpm	8 kg m @ 9,500 rpm	Fully Adjustable Inverted Telescopic Fork	Full Floater, Fully Adjustable	180/55 - ZR17	199 kg	800 mm	21L	1435 mm
RGV250	V-Twin, Liquid Cooled, 2 Stroke, Reed Valve	62 PS @ 11,000 rpm	4 kg m @ 11,000 rpm	Inverted Telescopic Fork, Adjustable Preload	Full Floater, Fully Adjustable	100/70 - R17 150/60 - R17	139 kg	766 mm	16L	1380 mm
RG125FU	2 Stroke, Single Cylinder, 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	14L	1335 mm

SPORTS TOURING

GSX1100G	DOHC, 4 Cylinder, 16-Valves, TSCC, SACS	100 PS @ 8,000 rpm	10 kg m @ 7,000 rpm	Telescopic Fork	Full Floater, Fully Adjustable	110/80 - V18 160/70 - V17	240 kg	800 mm	22L	1468 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, Fully Adjustable	120/80 - V16 150/80 - V16	251 kg	795 mm	21L	1535 mm
RF900R	DOHC, 4 Cylinder, Liquid Cooled, 16-Valves, TSCC	125 PS @ 10,000 rpm	9.7 kg m @ 9,000 rpm	Adjustable Telescopic, Spring Preload	Link Type, Spring Preload Adjustable Damping	120/70 - ZR17 170/60 - ZR17	203 kg	805 mm	21L	1440 mm
VX800	SOHC, V-Twin, 8-Valves, Water Cooled, TSCC	63 PS @ 6,500 rpm	7.51 kg m @ 6,500 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	110/80 - V17 150/70 - V17	213 kg	795 mm	19L	1555 mm
GSX750F	DOHC, 4 Cylinder, 16-Valves, TSCC, SACS	106 PS @ 10,500 rpm	7.5 kg m @ 9,500 rpm	Adjustable Telescopic Fork, Adjustable Telescopic,	Full Floater, Fully Adjustable	110/80 - 18 150/70 - 17	209 kg	790 mm	20L	1460 mm
RF600R	4 Stroke, Water Cooled, 16-Valves, TSCC, SACS	100 PS @ 11,000 rpm	6.4 kg m @ 9,500 rpm	Spring Preload Telescopic Fork	Full Floater, Adjustable Damping	120/70 - ZR17 160/60 - ZR17	195 kg	775 mm	17L	1430 mm
GSX600F	DOHC, 4 Cylinder, 16-Valves, TSCC, SACS	86 PS @ 11,000 rpm	6 kg m @ 9,500 rpm	Telescopic Fork	Full Floater, Fully Adjustable	110/80 - V17 140/80 - V17	201 kg	780 mm	20L	1430 mm
GS500E	DOHC, 2 Cylinder, 4-Valves	52 PS @ 9,200 rpm	4.2 kg m @ 7,500 rpm	Telescopic Fork	Full Floater, Fully Adjustable	110/70 - 17 130/70 - 17	169 kg	785 mm	17L	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, Fully Adjustable	110/70 - 17 150/70 - 17	165 kg	790 mm	16L	1430 mm
RG125U "WOLF"	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	13L	1310 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	Fully Adjustable Full Floater	90/90 - 21 120/90 - 17	155 kg	890 mm	20L	1510 mm
DR350S	SOHC, Single Cylinder 4-Valves, SACS, DM Sump	30 PS @ 8,000	3 kg m @ 6,500 rpm	Adjustable Telescopic, Compression Damping	Full Floater Adjustable Damping	80/90 - 17 110/90 - 18	118 kg	890 mm	9L	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	12L	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	9.5L	1415 mm
TS50XK	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	7L	1250 mm

CUSTOM

VSI400	V-Twin, Air Cooled with SACS, OHC, 8-Valve	71 PS @ 4,800 rpm	11.5 kg m @ 3,200 rpm	Telescopic Coil Spring, Oil Damping	Swingarm Coil Spring Oil Damping	110/90 - 19 G2H 170/80 - 15 M/C 77H	243 kg	725 mm	13L	1629 mm
VS800GL	SOHC V-Twin, Water Cooled 8-Valves	60 PS @ 7,500 rpm	7 kg m @ 5,000 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	80/90 - 21 140/90 - 15	200 kg	685 mm	12L	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	10.5L	1485 mm
GN250	SOHC, Single Cylinder, Air Cooled, 4 Valves	22 PS @ 8,500 rpm	2 kg m @ 5,500 rpm	Telescopic Fork	Twin Shock Absorbers Adjustable Preload	3.00 - 21 4.60 - 16	129 kg	680 mm	10.3L	1350 mm

COMMUTER

GN125	4 Stroke, OHC, Single Cylinder, Air Cooled, TDCC	12 PS @ 9,500 rpm	1 kg m @ 8,000 rpm	Telescopic Fork	Swingarm, Spring Preload	2.75 - 18 3.50 - 16	105 kg	735 mm	10.3L	1280 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	11L	1270 mm
AE50	2 Stroke, Single Cylinder	2.9 PS @ 6,500 rpm	0.6 kg m @ 6,000 rpm	Telescopic Fork	Swingarm	2.75 - 10 2.75 - 10	59 kg	610 mm	4L	1135 mm
AH50 "ADDRESS"	2 stroke, Single Cylinder	2.9 PS @ 6,500 rpm	0.6 kg m @ 6,000 rpm	Telescopic Fork	Swingarm	2.75 - 10 2.75 - 10	59 kg	768 mm	5L	1197mm

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

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