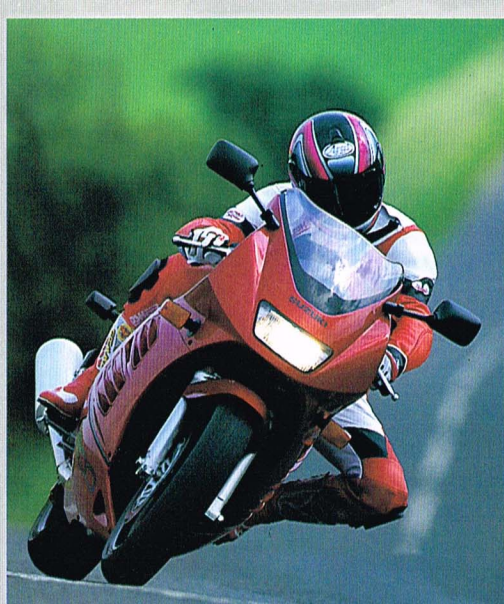


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1995
RANGE

ENDORS



GREG ALBERTYN
1994 250CC WORLD MOTOCROSS CHAMPION



For generations now the name *Suzuki* has been synonymous with quality, innovation, style and value. It's a reputation that has been enhanced by numerous competitive successes, including the '93 world 500cc championship with Team Lucky Strike Suzuki and the '94 world 250cc motocross championship. The invaluable experience gained in the white heat of endurance racing competition and throughout 30 years at the famous Isle of Man TT races is utilised in the design of every Suzuki motorcycle. The fact that Suzuki engines are commonly used in drag racing demonstrates their unparalleled power and build quality. Today, Suzuki's commitment to intensive research and technical innovation is undiminished. Indeed, the company is at the forefront of motorcycle design with the RF concept, and leading the way in motorcycle security with Suzuki Secure Plus and security etching. Just some of the reasons why, whatever type of motorcycle you prefer, Suzuki can deliver the performance, the style, the quality and the reliability you demand...

Ride the winds of change.

RACE REPLICA



GSX-R1100W

Featuring a light and compact liquid-cooled 4-cylinder, DOHC, 16-valve power plant, the GSX-R1100W develops maximum power output of 125PS @ 10,000 rpm. Maximum torque is a phenomenal 11.7kg-m @ 9,000 rpm. 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 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. With its stylish fairing and body work, race-bred technology and exceptional performance, the Suzuki GSX-R1100W is set to continue the tradition that has made it the ultimate high performance race replica motorcycle.

Designed for experienced riders only



SUZUKI



Designed for experienced riders only

GSX-R750W

With exhilarating performance on tap from the race-bred 749cc, liquid-cooled, 4-stroke, 16-valve power unit, one of the most powerful and smoothest engines in its class, it's not surprising that the Suzuki GSX-R750W is one of the top selling motorcycles in the UK. Open the throttle and this pocket powerhouse can deliver a staggering 118PS @ 11,500rpm with maximum torque a prodigious 8kg-m @ 9,500rpm. Even at peak output Suzuki's Advanced Cooling System (SACS) and Twin Swirl

Combustion Chambers (TSCC) keep the engine operating at optimum efficiency. But the GSX-R is not only about power. It's about total performance. Its dynamic low profile stance is designed for superlative straight line and cornering performance, courtesy of a lightweight yet highly rigid double cradle frame, inverted front forks and superb suspension design. With powerful braking, wide, low profile tyres and aerodynamic fairing the '95 GSX-R750W's performance is nothing short of scintillating.



RGV250



Perhaps the ultimate expression of Suzuki's racing success is the brilliant RGV250. It's no surprise that it's the hottest quarter litre machine around. Everything about it says 'pace', from the aggressive riding position to the indomitable performance of its stunning 2-stroke V-twin powerplant which delivers an exhilarating 62PS at 11,000rpm. The race-bred chassis, inverted front forks, braced swingarm and racing style exhaust are all designed to get the maximum performance from the bike, while the powerful brakes provide phenomenal stopping power.

RGV250



Designed for experienced riders only

RG125F



The RG125F too, shares much of the race replica characteristics of the RGV250. What's more, the full power version*, which is available to full motorcycle licence holders, can deliver up to 33PS in de-restricted form. The RGV250 and RG125F – the spirit of Grand Prix racing.

*Experienced riders only.



RG125F



RF900RS2

RF900R

Last year the all-new RF900R made a dramatic entrance into the highly competitive 900cc class. Its sleek seductive lines, outstanding high performance and superb ride comfort marked this super sports machine out as a breed apart. Add to that a retail price significantly lower than any other machines in its class and you can see why the RF900R is such superb value. The dynamic 937cc 4-stroke, 4-cylinder, liquid-cooled engine delivers an impressive 125PS @ 10,000rpm, while the low weight pressed

construction diamond frame contributes to the RF's superb handling. Now, Suzuki have added the brilliant new special edition RF900RS2 to the range. It shares all of the RF900R's outstanding characteristics plus has the added benefit of multi-adjustable rebound damping on the front fork so you can finely tune the set up to your needs, and sensational new colours and graphics to highlight those sensuous lines. The '95 RF900R range. Re-defining super sports motorcycling.



RF600R

Introduced to the UK just two years ago, the RF600R has already shown that high performance and riding comfort can go hand in hand. With its striking sharply raked full fairing the RF600R marks a radical departure from conventional motorcycle design. Its powerful DOHC, 4-stroke, liquid-cooled engine has made a big impression too, with a genuine 100PS maximum power @ 11,000rpm. Fully complementing that power is the lightweight diamond configuration frame which together with the link-type rear suspension contributes to its superb handling characteristics. Refreshing, responsive and supremely rewarding, the new-generation super sports RF600R brings a new dimension to the 600cc class.



GSX750F



Value for money middleweights as good as the GSX750F and GSX600F are few and far between. Benefitting from a dynamic powerplant developed from Suzuki's highly successful GSX-R series, both models give exhilarating performance without the uncompromising riding position of some sports bikes. Short haul or long haul, the aerodynamic fairing does an excellent job reducing drag and lift. With a large dual seat and Suzuki's proven link-type rear suspension a smooth ride is ensured, while strong, consistent stopping power is provided by front disc brakes with 4 piston callipers. For sports touring, you'll be hard pressed to find better value than the Suzuki GSX750F and GSX600F.

GSX600F



VX800

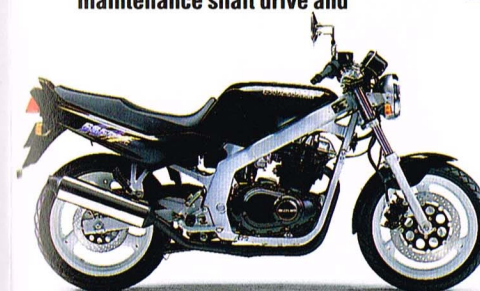
Get on a Suzuki VX800 or GS500E and you could be forgiven for wanting to ride forever. Both are a joy to ride.



The VX800, with its classic character and torquey V-twin engine, exudes a certain style that few machines can match. While its design is inspired by the past it draws on the best of today's technology such as low-maintenance shaft drive and



GS500E



digital ignition to provide the reliability you require. As for the GS500E, it's just about the best all-rounder available. Its 487cc DOHC powerplant delivers high torque throughout the rev range yet it is extremely economical too. Acceleration, handling and braking are all tuned to your needs. To add a further touch of style, a matching fairing is also available as an option for the GS500E. The VX800 and GS500E. Put the fun back into your motorcycling.





GSF600 BANDIT

GSF600



which, together with the high quality suspension and superb riding position provide supreme comfort on even the longest journeys. Whether you opt for the 400 or the 600, you'll find the Bandit's unique styling and superb performance an irresistible combination.

The GSF400 'Bandit' created a stir when it was launched in the UK, now the all-new GSF600 takes you further with even more power and style. It develops the concept of clean and 'naked' styling allied to aggressive performance, to give you sheer riding enjoyment. Like the 400, the GSF600 features a high-revving 4-cylinder 16-valve powerplant which pulls quickly and effortlessly to the redline, leaving you in control. The engine is encased in the distinctive double cradle frame

GSF400 BANDIT



TS125R

When it comes to building dual purpose machines, Suzuki are in a league of their own. Take the all-conquering DR350SE, voted Bike magazine's Trail Bike of the Year in '93. With its responsive 349cc engine, instant throttle response and long stroke suspension, it's a serious off-roader tuned for the street. And this year, it has the benefit of a convenient new electric starter. For sheer power, the big bore single cylinder DR650RE takes some beating. What's more, unlike some dual-purpose machines, it doesn't fall down on comfort thanks to a dual balancer shaft system to enhance engine smoothness and link-type rear



DR650RE



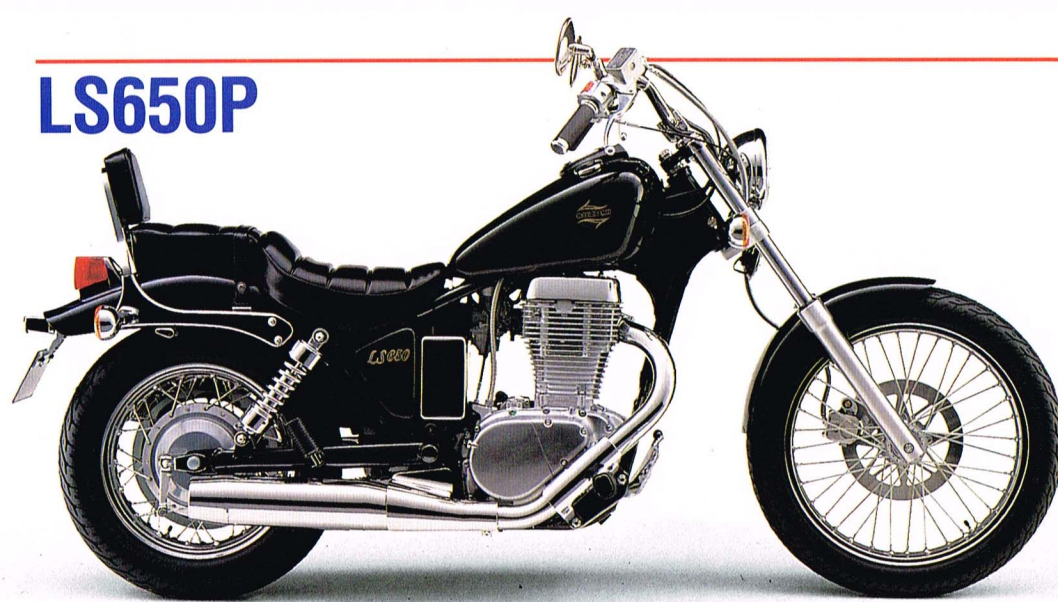
TS50X

suspension. Alternatively, if you're looking for the ideal introduction to the spirit of motocross riding, then the exciting TS125R and TS50X fit the bill perfectly. Both are developed from a distinguished motocross heritage, which only last year saw Suzuki winning the world 250cc motocross championship.



DR350SE

LS650P



With the Suzuki LS650P, the emphasis is very much on style. The low slung design, classic teardrop tank and beautiful spoked wheels evoke a bygone era. Not that performance is sacrificed because it pumps out plenty of power from the 652cc 4-stroke engine. At the other end

VS600

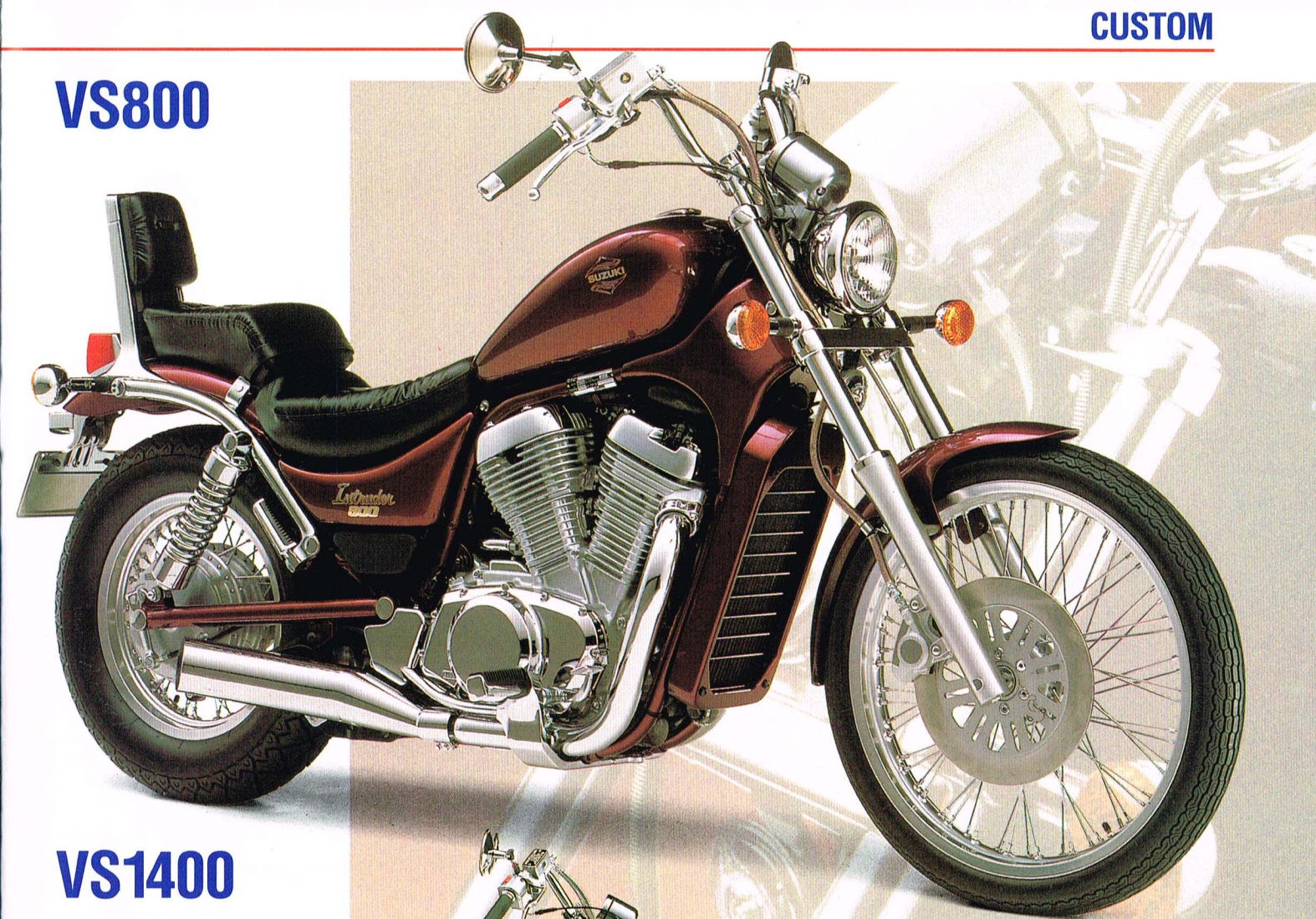


GN250



of the scale, the GN250 is a retro custom design with a convenient electric starter. It gives you a spirited performance, excellent fuel economy, good reliability and all-round versatility. You couldn't ask for more from a great little commuter machine. And, if you're a younger rider or commuter, the GN125 with its distinctive retro styling and efficient 4-stroke engine is right up your street too.

VS800



VS1400



If you're into classic custom cruising, look no further than the Suzuki VS range. The new VS600's sleek chassis and clean simple lines belie its strong low and mid-range torque. While the beautiful chrome exhaust blasts out a distinctive throaty 'warble' reminiscent of the past, its low-maintenance shaft drive shows that it is firmly rooted in the present. Both the VS1400 and VS800 models feature the low

seat, high handlebars and gleaming chrome for which customs are renowned. Each is engineered for low down torque through a powerful V-twin engine backed up by modern refinements such as low-maintenance shaft drive and electronic ignition for added reliability and performance. The Suzuki VS range – classic cruising.

GN125



AH100



AN125



AH50



GS125E



AE50



If you prefer a touch more power, then simply move up to a bigger engine. Take the new AH100 for example. Its crisp 99cc 2-stroke engine offers a more than useful performance without sacrificing fuel economy, while the new AN125- provides power in abundance through its potent 125cc 4-stroke engine. Both models benefit from a lightweight design, a large dual seat for passengers and an easy-to-use electric start and automatic transmission. A different alternative is the GS125ES. With its sporty appearance, efficient and reliable 4-stroke engine and powerful front disc brake, it's ideal for younger riders and commuters alike.

RACE REPLICA

MODEL	ENGINE	POWER(PS)	TORQUE	SUSPENSION		TYRES FR/R	DIMENSIONS			WHEELBASE
				FRONT	REAR		WEIGHT	SEAT HEIGHT	FUEL	
GSX-R1100W	DOHC, 4 Cylinder, Liquid Cooled, 16-Valves, TSCC	125 PS @ 9500 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
RG125F	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

RF900RS2	DOHC, 4 Cylinder, 16-Valves, TSCC, SACS	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
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	7.5 kg m @ 5,500 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
GSF600 BANDIT	4 Stroke, air-cooled, DOHC, in-line 4	N/A	N/A	Telescopic Coil-Spring oil-damped	Swingarm, Coil Spring oil-Damped	110/70 - 1754M 150/70 - 1754M	196 kg	790 mm	19L	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 BANDIT	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

TRAIL

DR650RE	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
DR350SE	SOHC, Single Cylinder 4-Valves, SACS, DM Sump	30 PS @ 8,000 rpm	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
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
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	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
VS800	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
VS600	V-Twin, Liquid-Cooled, OHC, 4-Stroke	N/A	N/A	Telescopic Coil-Spring	Swingarm, Coil Spring Oil Damping	80/90 - 21 48M 140/90 - 15 M/C 70M	200 kg	685 mm	12L	1560 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

AN125	4 Stroke, Forced Air Cooled SOHC	N/A	N/A	Telescopic Coil-Spring	Swingarm, Coil Spring Oil-Damped	3.50 - 10 3.50 - 10	106 kg	760 mm	8.0L	1300 mm
GN125	4 Stroke, OHC, Single Cylinder, Air Cooled, STDCC	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
AH100 "ADDRESS"	2 Stroke, Single Cylinder Forced Air Cooled	N/A	N/A	Trailing Link Coil Spring	Swingarm, Coil Spring Oil-Damped	100/90 10 100/90 10	88 kg	768 mm	5.5L	1240 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, Forced Air-Cooled	2.9 PS @ 6,500 rpm	0.6 kg m @ 6,000 rpm	Trailing Link Coil Spring	Swingarm, Coil Spring Oil-Damped	100/90 10 100/90 10	88 kg	768 mm	5.5L	1240 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 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.

Date of preparation: October 1994.

- 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.

