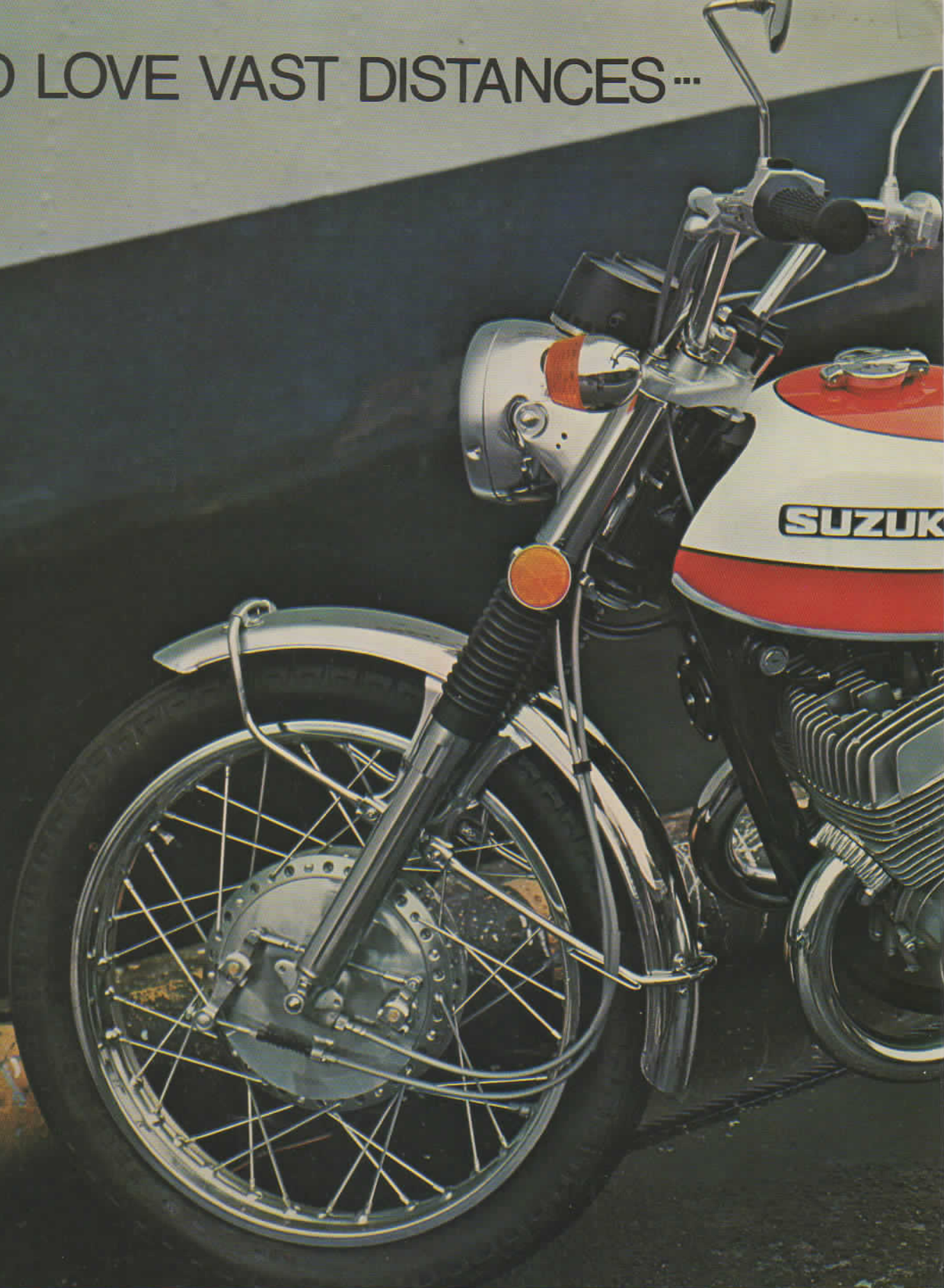


SUZUKI T500

SUZUKI Built to Take on The Country



TO LOVE VAST DISTANCES...



...to love vast distances...to cover them effortlessly, quietly
...to perform with speed and power on long, smooth highways
or winding mountain roads...

A total touring two-stroke twin that's better than ever. Researched and perfected by the excellence of Suzuki Grand Prix engineering. Many World Championship road racing machines provided the technological base for the design of this big-bore touring machine, and Suzuki's long experience in building popular cars and motorcycles contributed to the balanced styling and reliable performance of the T500J.

Best of all, engine performance is unmatched by any other 500 in these important respects: top power at lower engine speeds for longer life, more torque at lower rpm for less shifting, and steadier acceleration when you twist the throttle. Plus a much wider power band for easy touring. And the ease of maintenance of the two-stroke twin-cylinder design.

The T500J. It loves to cover vast distances, and you will love it covering them.



SPECIFICATIONS

Maximum Speed 168-176 kph (105-110 mph)
 Maximum Horsepower 47 hp / 7,000 rpm
 Maximum Torque 5.3 kg-m (38.3 lb-ft) / 6,000 rpm
 Acceleration 13.6 sec (0-1/4 mile)
 Climbing Ability 25°
 Engine Type 2-stroke, piston valve, sleeved aluminum twin-cylinder
 Piston Displacement 492 cc (30.01 cu in)
 Bore x Stroke 70 x 64 mm (2.75 x 2.52 in)
 Gearbox 5-speed constant-mesh return change
 Fuel Tank Capacity 14.0 ltr (3.7/3.1 gal, US/Imp)

Lubrication Suzuki CCI
 Overall Length 2,190 mm (86.2 in)
 Overall Width 870 mm (34.3 in)
 Overall Height 1,125 mm (44.3 in)
 Wheelbase 1,455 mm (57.3 in)
 Tires, Front 3.25-19, 4PR
 Rear 4.00-18, 4PR
 Dry Weight 187 kg (408 lbs)

• Specifications subject to change without notice.



RACER-STYLE FLIP-UP TANK FILLER

The beautifully sculpted gasoline tank of the T500J is topped off with a road racing-type chrome flip-up filler cap. Pops open in a second, but cannot unscrew accidentally. Looks as simple and beautiful as it functions.



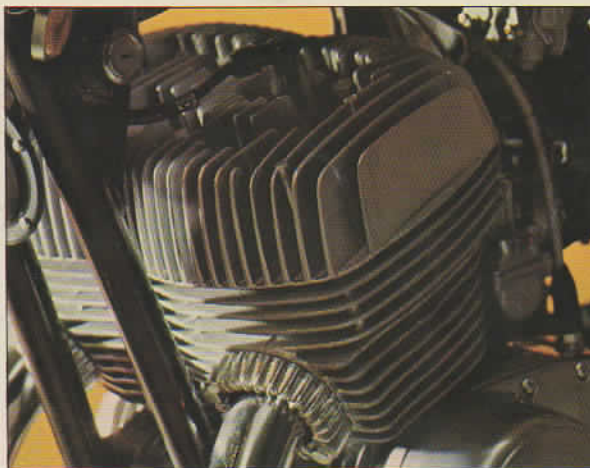
ALUMINUM-ALLOY TWIN-LEADING-SHOE FRONT BRAKE

The T500J will slow and stop just as steadily and quickly as it will run, with the road racing-type twin-leading-shoe front brake. The aluminum alloy drum is finned for quick cooling, and sealed against water or dirt.



HEADLIGHT SWITCH ON HANDLEBARS

The T500J incorporates instantaneous headlight actuation, with a slide switch in the left control pod of the handle-bars. This could be important when signaling ahead, or in an emergency situation.



TWO-STROKE TWIN THAT'S STRONG & SIMPLE

The powerplant that wins: a 500cc. twin that puts them out across a wider power band and with more steady torque than any other machine of its type. The engine is mechanically simple, but critically engineered by Suzuki to run cool and smooth—and to develop its horsepower with fewer rpm and more quietly.



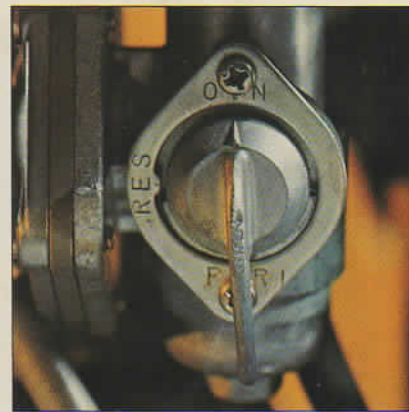
SEPARATE INSTRUMENTATION WITH INTEGRAL TRIP METER

The complete instrumentation of the T500J has been augmented with a resettable-type trip meter. This is an accurate and convenient way to keep track of all that territory you plan to cover.



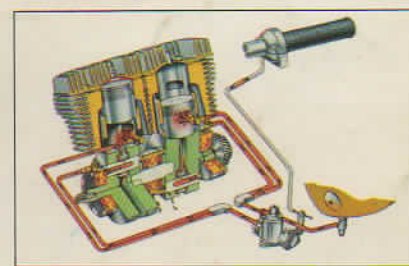
COMFORT & SAFETY

The T500J's seat is thickly padded for maximum comfort, even when riding long distances. But it offers plenty of support, too, for good body control on rough roads or during hard acceleration or deceleration. It is shaped to let the rider maintain a good posture while cornering or carrying double. Extra large tail light gives clear warnings to other vehicles on the road.



AUTOMATIC DIAPHRAGM FUEL COCK

A diaphragm-regulated fuel cock prevents any gasoline from leaking into the engine, even when the machine is stored for long periods. The fuel cock only passes fuel drawn through by carburetor pressure, and stops fuel flow as soon as the engine is switched off. Thus no fuel overflow is possible.



REVOLUTIONARY SUZUKI CCI LUBRICATION

Suzuki CCI Lubrication is the world's most advanced lubing system... It spews pure oil, never polluted by fuel gas, directly over the surfaces of connecting rod big-end and combustion cylinder wall, drastically reducing engine wear and oil consumption simultaneously. No need for troublesome premixing of gas and oil.

COLOR SAMPLES



Candy Green



Pearl Orange

R E I M O

Suzuki - Moto Guzzi

67 Ludwigshafen/Rh

Landstr. 1, Tel. 0621/512241

SUZUKI
T500J



SUZUKI
CCI

SUZUKI MOTOR CO., LTD

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