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Scooter



World class engineering, uncompromising quality control

Advanced technologies, skilled craftsmanship

The secret of Suzuki quality is a combination of advanced technologies and skilled craftsmanship. Suzuki motorcycles come to life through countless hours of testing, uncompromising quality control by the engineers who have unmatched enthusiasm and craftsmanship.

Our manufacturing spirit powers your Suzuki.



Providing 'value-packed products'

In our more than 100 years of manufacturing history, we have strived to provide 'value-packed products' as one of our manufacturing philosophies. We believe that our passion and enthusiasm turns into your fun and excitement, our pride of craftsmanship becomes your pride of ownership. The trademark "S" is recognised by people throughout the world as a brand of quality products that offer both reliability and originality. Suzuki stands behind this global symbol with a sure determination to maintain this confidence in the future as well, never stopping in creating 'value-packed products'.

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Suzuki technology is constantly evolving.



Launch Control System

The GSX-R1000R model's launch control automatically limits engine rpm and optimises torque delivery. It also helps reduce the need to close the throttle twist grip prematurely by working with Motion Track TCS. The launch control system automatically disengages when the rider upshifts into third gear or closes the throttle twist grip.



Ride by Wire

Butterfly valves on the throttle bodies are controlled by an advanced electronic engine management system.



Bi-Directional Quick Shift System

The quick shift system allows the rider to upshift smoothly and quickly at full throttle, without closing the throttle. The system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio.



Suzuki Exhaust Tuning-Alpha (SET-A)

The GSX-R1000's exhaust system incorporates the addition of new Suzuki Exhaust Tuning-Alpha (SET-A) butterfly valves. It enhances mid-range and low-rpm power, at high rpm it adds significant top-end power.



Suzuki Racing Variable Valve Timing (SR-VVT)

The Suzuki Racing VVT (SR-VVT) is unlike complicated systems used by other manufacturers. The SR-VVT system is simpler, more compact and lighter, aiding high rpm power significantly.



Suzuki Top Feed Injector (S-TFI)

A second showerhead injector - also known as a Top Feed Injector (TFI) delivers additional fuel in an improved spray pattern designed to enhance combustion efficiency, throttle response and top-end power.



Suzuki Dual-Stage Intake (S-DSI) System

The new S-DSI system delivers advantages of variable-length intake funnels (or velocity stacks) without extra weight, complexity, or cost. At low and mid rpm it increases low-end and mid-range power. At higher rpm it increases top-end power.



Motion Track Brake System

The Motion Track Brake System² works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement; pitch, roll and yaw to realise optimal vehicle stability. On GSX-R1000 this system reduces rear wheel lift under hard braking, while on GSX-R1000R the system also optimises brake pressure when the motorcycle is leaning. On V-Strom 1050XT optimal stability comes not only in straight line braking but also when braking while cornering.



Motion Track TCS Traction Control System

Suzuki's advanced Motion Track TCS¹ allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions. The TCS intervention can be changed while riding, as long as the throttle is closed. The Motion Track TCS continuously monitors 6 different sensors, and quickly reduces engine power output when a loss of traction is detected or predicted. Power output is controlled by managing ignition timing and throttle valve position.



TCS - Traction Control System

Suzuki's traction control system¹ continuously monitors front and rear wheel speeds, throttle position, crank position and gear position sensors, and quickly reduces engine output when wheel spin is detected. Engine output is controlled by managing ignition timing and air delivery to ensure smoother traction control operation.



SCAS - Suzuki Clutch Assist System

A back-torque-limiting clutch helps make downshifts smoother and assists the rider in taking control in deceleration.



SAIS - Suzuki Advanced Immobiliser System

An electronic identification system in the owner's key to prevent unauthorised people from starting the engine.



SET - Suzuki Exhaust Tuning

Uses a servo-controlled butterfly valve to modify back pressure and tune the pipe to match engine RPM, improving low down torque and increasing mid-range and high-rpm power.



ABS - Anti-lock Brake System

The system helps avoid wheel locking when there is a sudden change in road surface during braking or when an excessive braking force is applied. The system monitors wheel speed 50 times per wheel rotation, and matches stopping power to available traction. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS².



Suzuki Easy Start

On a normal motorcycle when starting the engine, the rider needs to press and hold the starter switch until the engine fires up. With the Suzuki Easy Start, all you need to do is one quick push of the starter switch.



Low RPM Assist

Low RPM Assist uses the ISC (Idle Stability Control) mechanism to help raise engine RPM slightly in launching and riding at low speed. This new feature helps smoother operation when pulling away and when riding at slow speeds. This means it's easier to pull away and easier to control the engine in stop-start traffic.

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BURGMAN 400

Greater Class and Pleasure

It fits well, like a fine handmade suit. It rides comfortably and performs like a champion. It manoeuvres brilliantly. And it delivers a winning combination of stylish design, practicality and convenience. The Burgman 400, bringing greater class and pleasure to your journey.



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Powerful Engine

At the heart of the Burgman 400's polished performance is its powerful 400cc four-stroke, DOHC, single-cylinder, fuel injected engine. A large air box helps produce greater low-to-mid-range torque for instant response and powerful acceleration when riding in stop-and-go traffic, while also providing powerful performance when riding tandem. Suzuki's automatic Idle Speed Control (ISC) continues to ensure optimal idling.

Luxurious Ride and Handling

The Burgman 400's underbone frame is built from large diameter, thin wall tubes that are light weight whilst delivering the rigidity required for great handling. Complementing this frame in realising a stable, relaxing and agile ride are 41mm front forks with a generous 110mm of wheel travel. In addition, the link-type monoshock rear suspension with 7-way adjustable spring preload helps maximise the balance between comfort and sporty performance by providing a softer ride on cobblestone streets and solid traction on relatively smooth roads. Exceptional handling and manoeuvrability are the result.

Traction Control System

A new traction control system reduces rear wheel slip when taking off from stationary with the throttle fully open and lowers wheel spin on slippery or uneven road surfaces to maintain efficient forward movement. Whether riding across wet asphalt or cobblestone streets the traction control offers you peace of mind and excellent road-holding ability. If desired, the system can be switched on and off with a switch on the right handlebar.

Athletic Styling

Like a top athlete in peak form, the Burgman 400 is lean, toned and ready to perform optimally, even on narrow, twisty, or congested streets. Not only is its front and rear end slim, sharp and sexy, but this Burgman remains true to its family name by offering fine style that will turn as many heads out front of the office as it will in front of your favourite café or out on the road.

Superior Economy and Range

Along with strong low-to-mid-range torque production, the efficiency of the engine, including the iridium spark plug, combines with the low weight to achieve impressive fuel economy and extends the Burgman 400's riding range.

Full specification at back of brochure.
For full model information see bikes.suzuki.co.uk





The Lap of Luxury

The stepped dual seat offers luxurious comfort for rider and passenger alike by combining a cushion that is 20mm thicker and a shape that is slimmer than on the previous model. Double stitching adds a distinctively fashionable accent. The rider's backrest can be adjusted 15mm or 30mm forward to provide optimal support and comfort for riders of various builds on longer outings. The upswept windscreen creates a cleaner, more compact look from the front or sides. At the same time, it matches its predecessor in delivering optimum wind protection for rider comfort, as well as a clear view of the road.

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Rich Storage Space

The Burgman 400's spacious 42 litre underseat storage compartment can hold two helmets² and provides ample room for stowing your gear. Two front compartments provide 3.5 litres of storage space on the right side and 2.8 litres on the left side for maps and other items. The right storage bay has a 12V DC outlet for charging your mobile phone or other electronic devices.

The weight limit for items in the underseat compartment is 10kg.

The weight limit for items in the right storage bay is 1.5kg.

The weight limit for items in the left storage bay is 0.5kg.





BURGMAN 400

Colours



Metallic Matt Sword Silver (QKA)



Metallic Matt Black No.2 (YKV)



Solid Iron Grey (YUD)

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GENUINE ACCESSORIES

Make your Suzuki Unique



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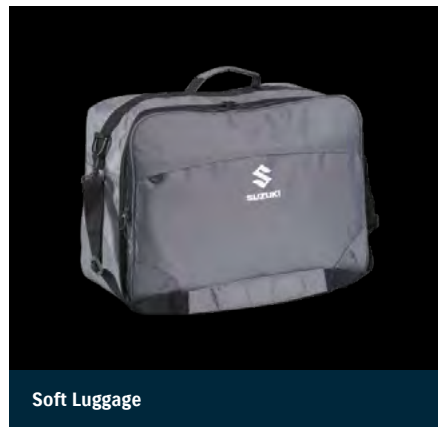
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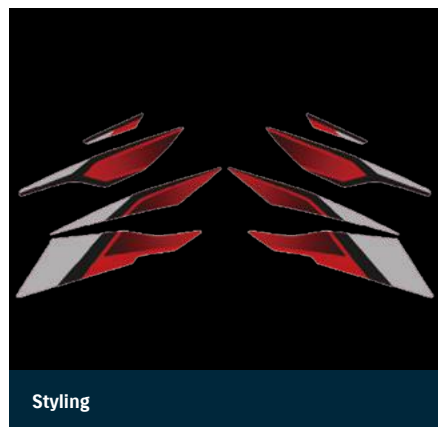
Hard Luggage



Soft Luggage



Comfort



Styling



Electrical



Protection

Go online to see the full selection of accessories available across the range.

You can tailor your Suzuki to suit the way you live your life by adding Suzuki Genuine Accessories. We have an extensive range to choose from.

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You can visit any one of our Authorised Suzuki Dealerships or order online and have them delivered direct to your front door, or collect from your nearest dealer. For peace of mind, accessories fitted at pre-delivery inspection are covered by a 3 year** warranty period. For accessories fitted post registration a 1 year warranty period applies.

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Genuine Merchandise

The Suzuki clothing collection blends the latest fabrics, cuts, styles and colours, from our MotoGP race team wear, to our T-Shirts and hoodies. There is also a large merchandise collection perfect for gifts and a children's range too.

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Genuine Parts

Why fit genuine? Every Suzuki motorcycle is built with Suzuki Genuine Parts. They have the optimal design and specifications tailored for your specific Suzuki model. Every part has passed Suzuki's rigorous test standards for performance, quality, durability, safety and comfort ensuring that each part is the perfect match for your Suzuki motorcycle.

All Suzuki Genuine Parts are also covered by a 1 year guarantee or part of the 3 year** manufacturer's warranty, whichever is longer. By choosing Suzuki Genuine Parts and service, you can maintain your Suzuki in top condition.

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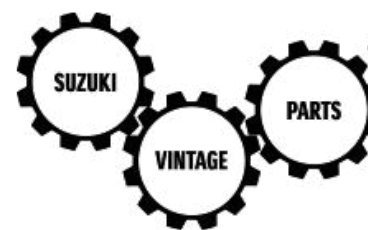
OUR SERVICE PROMISE TO YOU

We promise that every Suzuki customer will experience superior levels of care and leave impressed by the little extras we include as standard:

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- Only pre-approved work undertaken
- Suzuki trained technicians
- Suzuki Genuine Parts
- Progress report during the day
- Motorcycle health check with pre-booked work
- Accident Aftercare



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For full model information see bikes.suzuki.co.uk

Model	BURGMAN 400
	
Engine type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine displacement	400cc (24.4cu. in)
Transmission	CVT
Power	21.5kW @ 6,300rpm (29PS)
Torque	35.2Nm @ 4,900rpm (25.96lb.ft) [†]
Fuel consumption	70.62MPG (30.0km/L)*
CO ₂	94g/km
Seat height	755mm (29.7in)
Kerb mass	218kg (480lbs)
Suspension front	Telescopic, coil spring, oil damped
Suspension rear	Link type, coil spring, oil damped
Brakes front	Disc, twin
Brakes rear	Disc
Tyres front	120/70-15M/C 56S, tubeless
Tyres rear	150/70-13M/C 64S, tubeless
Ground clearance	125mm (4.9in)
Fuel tank capacity	13.5L (3.0Imp gal)

* Fuel economy was measured by Suzuki in the Worldwide Motorcycle Test Cycle (WMTC).

[†] Torque conversions to imperial units (in brackets) are approximate and included as a guide only.

1 ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering. On the GSX-R1000R, V-Strom 1050XT brake pressure is optimised while cornering.

2 Helmets of certain shapes may not fit in the underseat storage compartment. Do not use the storage compartments for items that are fragile, valuable, dangerous, or susceptible to heat. Helmets and luggage are shown for illustrative purposes only.

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³ Traction control system is not a substitute for rider's throttle control under the various conditions, and traction control cannot prevent loss of traction due to excessive speed when entering turns, or while braking, and it does not control front wheel traction.

** All new Suzuki On-Road motorcycles officially imported into the United Kingdom by Suzuki GB PLC and first registered in the UK between 01-01-2016 and 31-12-2021 will benefit from an additional 1 year extension to the normal 2 year Suzuki Warranty. For full terms and conditions please visit bikes.suzuki.co.uk

Suzuki History

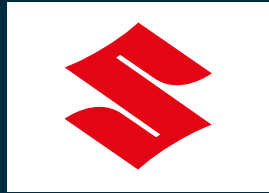
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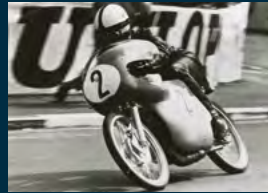
1909 Michio Suzuki opens the Suzuki Loom Works.



1952 Suzuki builds its first motorised bicycle, the 'Power Free'.



1958 The now famous Suzuki 'S' makes its first appearance.



1962 Champions of the world! East German rider, Ernst Degner, takes Suzuki's first TT victory.



1965 The sensational T20 Super Six really puts Suzuki on the international map.



1971 Joel Robert retains the world 250cc motocross crown.



1976 Barry Sheene wins his, and Suzuki's, first 500cc world title on the RG500.



1981 Italy's Marco Lucchinelli wins the 500cc World Championship on an RG500.



1985 The bike that is to change the face of motorcycling arrives, Suzuki's GSX-R750.



1993 Kevin Schwantz wins the 500cc World Championship on the RGV.



1996 Suzuki re-invented GSX-R750 again in 1996.



1999 Suzuki breaks the mould once again with the unveiling of the GSX1300R Hayabusa.



2000 Kenny Roberts Jr. becomes the World Champion of GP500, which for Suzuki is the sixth world title.



2001 An unforgettable year which saw the launch of the ultimate sports bike - the SuzukiGSX-R1000.



2005 Suzuki sets new standard of sportbike once again with the introduction of the 2005 GSX-R1000.



2008 Suzuki introduces 2nd generation Hayabusa 1300.



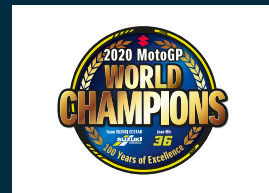
2016 Suzuki win British GP at Silverstone.



2017 Suzuki GSX-R1000 and Michael Dunlop take victory at the Isle of Man Senior TT.



2018 The evolution of an icon, Suzuki reveal all new KATANA.



2020 Suzuki win MotoGP World Championship.



2021 Suzuki launch 3rd Generation Hayabusa.

History progressed with customers worldwide.

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3
YEAR
WARRANTY

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- Always wear a helmet, eye protection and protective clothing.
- Read your Owner's Manual carefully.
- Enjoy riding safely.
- Never ride under the influence of alcohol or other drugs.

All details correct at time of publication August 2021
Suzuki GB PLC, Steinbeck Crescent, Snelshall West, Milton Keynes MK4 4AE

To find your nearest Dealer visit

bikes.suzuki.co.uk

