Sport

SUZUKI

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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.


Assembly


Welding of frame

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.

SRAD – Suzuki Ram Air Direct

Positioned close to the centreline of the fairing, the air intakes offer better intake efficiency and increased power at high speed.

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 System[1] 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 TCS[2] 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 system[2] 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.

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 ABS[1].

S-DMS – Suzuki Drive Mode Selector

Allows the rider to select a number of fuel injection and ignition system maps adjusting power delivery to suit personal preference in various riding situations, such as different racetracks or tight, twisty roads. The feature helps riders to enjoy the performance in a wider range of riding situations.

Key-Less Ignition System

The rider can start the engine as long as the compact key is close enough to the motorcycle. Which means the rider does not have to fumble to retrieve the compact key from a pocket or backpack.

Cruise Control System

The cruise control system maintains the set speed without the rider having to operate the throttle, a feature for long-distance touring that helps reduce rider fatigue.

Engine Brake Control System

This system cancels out the effect of engine braking to suppress rear tire sliding or skipping and provide smoother, more controllable behavior. A choice of three modes plus an OFF setting let you control the effective strength of engine braking to match riding conditions or your preference.

Anti-lift Control System

An advanced system that maximises acceleration performance while preventing the front wheel from lifting off the ground. The system offers a choice of 10 mode settings when turned on, with Mode 1 providing minimal control and Mode 10 making it virtually impossible to lift the front wheel.

SDMS-α Suzuki Drive Mode Selector Alpha

Groups together five electronic control systems: Power Mode Selector, Anti-lift Control system, Bi-directional Quick Shift System, Engine Brake Control system, Motion Track Traction Control System. It optimises performance characteristics and behaviour to best suit varying road surfaces, riding conditions and preferred riding styles. In addition to three factory pre-sets, (A, B, C), there are three user-defined groups of settings (U1, U2, U3).

Slope Dependent Control System

The Slope Dependent Control System constantly monitors the posture of the vehicle even when the vehicle is traveling downhill. When the rider operates the brake lever or pedal on a downhill, the electronic control unit controls brake pressure to prevent rear wheel lift.

Hill Hold Control System

When the vehicle stops on an upward slope and applies the brakes, this system automatically operates the rear brake for around 30 seconds to prevent the vehicle from backing down the hill even if the rider releases the brake lever/pedal. This allows the rider to focus on a smooth start on a hill.

HAYABUSA

Nothing Comes Close

Famed for its abundant power, agility and majestic presence. Legendary for establishing new levels of ultimate sport performance, and for retaining the number one position for the past two decades in the class it created.

The enhanced riding experience features even greater power delivery and nimbler handling, a collection of the latest electronic systems designed to optimise performance characteristics and make the Hayabusa more controllable and predictable, as well as unshakeable reliability.

Dual Analogue and Colour TFT Instruments

Riders love the timeless layout, look and functionality of the Hayabusa's instrument cluster. Now it benefits from the latest enhancements without losing any Hayabusa character or charm. Bigger, bolder numbering on the analogue tachometer and speedometer improve visibility, as does the backlit raised scale markings around the periphery. The jewel in the crown is the new colour TFT display mounted in the centre. In addition to the current SDMS-α systems settings, it features an active data display that enhances the ride by offering a bird's-eye view of the bike's current operating status. This includes real-time display of the lean angle, front and rear brake pressure, rate of acceleration and throttle position.

Ultimate Performance

The Hayabusa's 1,340cc liquid-cooled inline-four engine achieves an even better balance of overall performance, with greater efficiency, durability and continues to deliver some of the highest torque and power at engine speeds typically used while road riding. A symbol of engineering pride and prowess, it is built to deliver the ultimate riding experience for the long run. New pistons and connecting rods reduce the weight of moving parts within the engine, while reduced valve lift and overlap improve performance and controllability in the low to mid-range. Suzuki Side Feed Injectors (S-SFI) feature a new dual injector design that positions the secondary injector so its spray strikes a reflecting plate in the funnel and enters the combustion chamber as a fine mist. This combines with the increased capacity of a new air box and longer intake pipe design to optimise low to mid-range power output.

Unmistakably Hayabusa

The sleek silhouette is unmistakably that of the Hayabusa. But the modern look of its styling and luxurious attention to the finest details say it's a whole lot more. True to its design concept the new Hayabusa's long, low stance screams of the power, performance and poise. With an upswept tail and mufflers lending to the aggressive stance of its mass-forward image, this Hayabusa appears to be poised and ready to take flight on an exciting ride.

Perfectly Poised

At the core of this outstanding chassis is the Hayabusa's aluminium frame and swingarm. A proven combination of extruded aluminium sections and aluminium castings lend the right amount of suppleness and strength to the overall rigid alloy frame structure. While more costly and demanding to fabricate, extruded aluminium sections achieve the overall balance required by a machine that delivers ultimate performance and reaches a nominal top speed of 186mph. The Hayabusa's chassis is designed to empower you with sure footing, sharp handling and predictable control that combine to build confidence and enhance the riding experience. With its 50:50 weight distribution it effectively transfers the abundant power of its legendary powerplant to the road.

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

Suzuki Intelligent Ride System - SIRS

Hayabusa adopts an advanced new version of SIRS and a six axis Inertial Measurement Unit (IMU). A complete collection of electronic systems designed to optimise performance characteristics to match the needs of the moment and make the Hayabusa more controllable, predictable and enjoyable. Cruise Control reduces fatigue on long rides by allowing the rider to maintain a set speed without operating the throttle. Motion Track Brake System for optimal braking and ABS, upright and in corners. Motion Track Traction Control using the IMU to constantly monitor the amount of lean angle and effectively limit slip in corners as well as on straights. Bi-Directional Quick Shift allows shifting up or down more quickly and easily without the need to operate the clutch or throttle. Power Mode Selector gives choice between three different engine output modes that control power delivery to match conditions, experience or preference. Anti-Lift Control helps prevent the front wheel from lifting off the ground when accelerating hard. Engine Brake Control provides control over the effective strength of engine braking to match the rider's preference. Hill Hold Control is designed to automatically engage the rear brake after coming to a stop on an incline, even when you release the brake lever or pedal. Slope Dependent Control System prevents rear wheel lift when braking while travelling downhill. Launch Control offers three mode settings letting you match the engine speed at launch to your level of experience or confidence.

Suzuki Drive Mode Selector Alpha - SDMS-a

SDMS-a groups together five advanced electronic control systems while enabling riders to select individual settings for each. Power Mode Selector, Traction Control, Engine Brake Control, Anti-Lift Control and Quickshifter. It optimises performance characteristics and behaviour to best suit varying road surfaces, riding conditions and preferred riding styles. Experiment with the different settings and benefit from the feedback each offers to hone your riding skills and build greater confidence while enjoying the ultimate riding experience. In addition to three factory pre-sets (A: Active, B: Basic, and C: Comfort), SDMS-α offers a choice between three user-defined groups of settings (U1, U2, U3). Modes and settings can be changed using switches on the left handlebar and the current settings are displayed on the colour TFT panel.

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HAYABUSA

Colours

Glass Sparkle Black /
Candy Burnt Gold (B5L)

Metallic Matt Sword Silver /
Candy Daring Red (B5M)

GSX-R1000R

Own the Racetrack

The Suzuki GSX-R series has defined sportbike performance for over 30 years, with more than a million sold worldwide. So the dedicated Suzuki engineers who have devoted their lives to the GSX-R take their responsibilities very seriously: every GSX-R must be very light and the best performing in its class, in an unbeatable package.

Introducing the latest GSX-R1000R, the most powerful, hardest accelerating GSX-R ever built. It's also the most compact, most aerodynamic and the best handling GSX-R1000, with smoother throttle response and better combustion efficiency. With a supremely effective electronic engine management system, derived from MotoGP technology, it maximises drivability from the 202PS engine without being complicated to use. It's time to Own the Racetrack.

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Perfect Balance

The GSX-R1000R is equipped with Showa BFF (Balance Free Front) forks and BFRC (Balance Free Rear Cushion) lite shock, developed for racing. Both improve cornering traction by delivering smoother, more controlled travel and better reaction to surface imperfections. The BFF system equalises oil pressure above and below the solid internal piston as it moves, pushing oil out of the fork leg or shock and through damping circuits that run to the other side of the piston, where it is drawn back into the fork leg or shock. The external compression and rebound damping circuits are more precise than valve stacks fitted above and below the piston in other types of forks and shock, and damping control is isolated from the influence of unequal pressure. It's a difference that can be felt on the racetrack, with riders reporting better feel and drive grip that allowed them to initiate their drive sooner and accelerate out of corners harder.

Evolved in MotoGP

The latest engine revs higher and makes more peak horsepower, while maintaining excellent low to mid-range power and drive. It is a compact and light weight inline four, DOHC with chain cam drive and four titanium valves per cylinder set at narrow angles, with a more over-square bore/stroke ratio, a higher redline and a higher compression ratio. The engine has a bore and stroke of 76mm x 55.1mm with 1000cc displacement. The result is strong, linear power and enhanced acceleration throughout the rpm range.

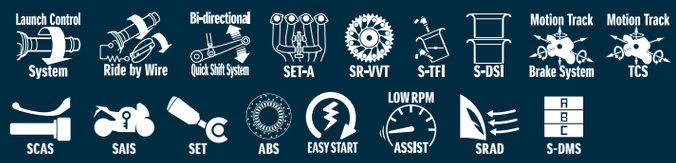
Motion Track Brake System

The GSX-R1000R is equipped with the Motion Track Brake System[1], which works with the IMU (Inertial Measurement Unit). The IMU constantly monitors vehicle movement in 6-directions along 3-axes, Pitch, Roll and Yaw. Using IMU input, the Motion Track Brake System reduces rear wheel lift during very hard braking on the racetrack, and is especially effective on downhill sections of track. On the GSX-R1000R the system also optimises brake pressure when the motorcycle is leaning.

Own Every Apex

The chassis is more compact and narrower than previous GSX-R's. The bolt-on rear subframe is made of square aluminium tubing, reducing weight by 38%. The aluminium swingarm is braced on both sides instead of on one, to improve weight and rigidity balance. It's also 25mm longer from the pivot shaft to the rear-most axle position, improving cornering feel on the racetrack. It's now easier for the rider to tuck in because the top of the fuel tank is 21mm lower, and there's more room for a helmet chin bar when the rider is fully tucked in. The fuel tank is narrower and sleeker, making it easier for the rider to move from side to side and quickly change direction on a racetrack. The tank is also easier for the rider to grip with their knees while entering hard-braking corners on the racetrack, and the shape of the tank flows seamlessly into the seat and tail section.

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



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The “R” Edge

The high specification GSX-R1000R comes fitted with lean angle sensitive ABS for optimal performance, race derived Balance Free suspension and launch control to automatically limit engine RPM and optimise torque delivery. It also features braided front brake hoses, adjustable swingarm pivot for racing use on track, LED position lights, negative instrument display and a light weight upper yoke as standard.

Motion Track TCS Traction Control System

Suzuki’s advanced Motion Track TCS² allows the rider to select 10 different levels of traction control intervention, depending upon road or racetrack conditions as well as personal preference and experience. The TCS intervention can be changed while riding, as long as the throttle is closed. The Motion Track TCS continuously monitors front and rear wheel speed, throttle position, crankshaft position, gear position, and motorcycle motion, 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. Motion Track TCS reads sensor input every 4 milliseconds, for precise response. The ECM can calculate the motorcycle’s motion in 6 directions, for more precise traction control.

GSX-R1000R

Colours

Metallic Triton Blue /
Metallic Mystic Silver (GUL)

Metallic Matt Black No.2 (4TX)

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GSX-R125

A True Sportsbike

The Suzuki GSX-R series has defined sportbike performance for over 30 years, with more than a million sold worldwide. So the dedicated Suzuki engineers who have devoted their lives to the GSX-R take their responsibilities very seriously: every GSX-R must be very light and the best performing in its class, in an unbeatable package. Meet the revolutionary Suzuki GSX-R125, with the best power-to-weight ratio, torque-to-weight ratio and acceleration in the 125cc class, plus agile handling and great fuel economy. It's versatile too, designed to handle city traffic jams while commuting to work during the week. And as an exciting sportsbike it's ready for fun rides into the countryside on weekend. The combination of light weight chassis and smooth power delivery mean this GSX-R is ready for the racetrack as well.

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Aerodynamic Bodywork

Perfected in the wind tunnel, the GSX-R125's bodywork is aerodynamically efficient to reduce drag and maximise performance. It has the smallest projected frontal area in its class, helping to boost acceleration and improve fuel efficiency, with the vertically stacked LED headlight giving it the distinctive GSX-R family look.

DOHC GSX-R Engine

The GSX-R125's DOHC engine is a perfect example of how to make a lot of power out of a very efficient and compact power plant. The objective is combustion efficiency, optimal balance of the sporty engine character and fuel economy. The GSX-R125 124cc engine has a 62mm cylinder bore and a 41.2mm piston stroke. The larger bore makes room for two 24mm intake valves and two 21mm exhaust valves, set upright at narrow angles to improve the shape of the combustion chamber, increasing the compression ratio, performance and fuel economy. An effective liquid-cooling system with a large radiator helps keep the engine at the optimum temperature, producing consistent performance and maximising fuel efficiency and mileage. The engine makes its high horsepower and reaches its generous torque, delivering strong, effective power across a broad rpm range. And the GSX-R125 comes with a smooth-shifting 6-speed transmission and an electric starter.

Light Weight Chassis

The GSX-R125 is light and compact, giving ultimate control in the corners for a fun and sporty ride. Low weight is key, this helps deliver a bike with responsive and rewarding handling for added confidence on the street and low lap times on the track. The engineers behind the GSX-R125 have created the lightest bike in the 125cc class at 134kg, giving the rider the edge over the competition. As well as being the lightest machine in class the GSX-R125 also has the lowest seat height too at 785mm, making an unbeatable combination for accessibility for all types of rider, while still maintaining a sportsbike stance and riding position.

Light Aluminium Wheels

Contributing to the bike's low weight are the 10 spoke cast aluminium wheels. Having light weight wheels helps ensure great handling, for a ride that's fun and a machine that goes exactly where you want it to. The slim design of the spokes also adds to this GSX-R's great sportsbike looks, along with the sporty petal type brake discs front and rear.

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

ABS EASY START KEY-LESS

LCD Instrument Panel

The Suzuki GSX-R125 has a full LCD instrument panel set in a modern dashboard, framed by turn signal, neutral, high beam, coolant temperature, malfunction indicator lamp (MIL), ABS, and programmable engine-RPM indicator lights. The bright LCD panel includes a segmented-bar tachometer across the top; a digital speedometer; a gear position indicator; a digital clock; a digital odometer with dual trip meters; an averagefuel consumption meter; a fuel gauge; and an oil change timing indicator.

Key-Less Ignition System

The GSX-R125 features a convenient key-less ignition system, and the rider can start the engine as long as the compact key is close enough to the motorcycle which means the rider doesn't have to fumble to retrieve the compact key from a pocket or backpack.

GSX-R125

Colours

Solarise Silver / Metallic Triton Blue (B57)

Stronger Red / Titan Black (GTA)

Titan Black (YVU)

GSX-S1000F

Powered by the Heart of GSX-R

From the DNA of a supersport legend comes the GSX-S1000F, a motorcycle built for real-world excitement. Beneath the slim fairing of this thrilling machine are the genuine engine and main components of the world-beating GSX-R1000. All in a comfortable package built for serious on-road pleasure. Meet the road with legendary performance.

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Fully Adjustable Suspension

43mm KYB inverted front forks give a ride that is sporty yet plush. They have fully adjustable damping, rebound, compression and spring preload.

Legendary Performance Tuned for the Street

The GSX-S1000F is powered by a street-tuned version of the four-stroke, liquid- cooled, DOHC, 999cc, inline-four engine that became a legend in the 2005 GSX-R1000. The newly honed engine delivers smooth throttle response and immediate, controlled acceleration, so the sport rider experiences adrenaline-rushing performance. A long-stroke design with a 73.4mm bore and a 59.0mm stroke allows the combustion chambers to be compact. It therefore allows a combination of an optimal compression ratio, a flat-top piston shape, and a broad spread of power throughout the rev range. Advances inside the engine begin with the pistons. Suzuki used finite-element-analysis techniques to make the pistons light without compromising their rigidity. The benefits include broad torque and quick acceleration.

New cam profiles optimise the valve timing to achieve power characteristics that are ideally suited to city streets and twisty suburban roads. Iridium spark plugs ensure strong sparks for efficient combustion that translates into higher power, linear throttle response, easier engine startup, and stable idling.

High-performance Braking

The GSX-S1000F has the same top-of-the-line radial-mount Brembo monobloc calipers as the GSX-R1000. The calipers each have four opposed 32mm pistons acting on a 310mm floating-mount disc for strong stopping power[1].

A Chassis Engineered for Real-world Enjoyment

Suzuki designed a chassis in a compact, light weight package that makes the GSX-S1000F agile and fun to ride. Every aspect of the chassis reflects a focus on great handling and control in real-world conditions from city streets to twisty mountain roads. The main frame helps to ensure nimble handling and great roadholding. The main tubes are straight from the steering head to the swingarm pivot. Their shape is ideal for achieving high rigidity and low weight. Suzuki used finite-element-analysis techniques to make the frame even lighter than that of the 2016 GSX-R1000.

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

Three-mode Traction Control System

Suzuki's advanced traction control system[2] lets the rider control the throttle with more confidence in diverse conditions; making sport riding more enjoyable and less tiring. The system checks the front and rear wheel speeds, the throttle position sensor, the crank position sensor and the gear position sensor 250 times a second. It quickly reduces engine output by affecting control over the ignition timing whenever it detects wheel spin. The system's control over engine output feels so smooth and natural, it doesn't detract from riding pleasure. The rider can set the system to any of three modes or turn it off. The modes differ in terms of sensitivity. Mode one is for sport riding with minimal intervention; mode two offers the ideal balance for typical road conditions; and mode three delivers maximum traction control[2] when riding in poor conditions.

Relaxed Riding Position

Suzuki optimised the riding position for greater comfort and slimmed down the knee-grip area for relaxing ergonomics. The slim bodywork combines with the low seat (810mm from the ground) to help the rider put their feet down easily.

GSX-S1000F

Colours

Metallic Triton Blue / Glass Sparkle Black (KEL)

Glass Sparkle Black (YVB)

Pearl Glacier White (YWW)

GENUINE ACCESSORIES

Make your Suzuki Unique

Carbon Fibre

Protection

Styling

Practicality

Comfort

Luggage

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.

It couldn't be easier to purchase Suzuki Genuine Accessories.

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.

Visit
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OFFICIAL SUZUKI GB 3 YEAR WARRANTY

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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

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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
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BUY PARTS FOR VINTAGE AND CLASSIC SUZUKI'S

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Model	HAYABUSA	GSX-R1000R	GSX-R125	GSX-S1000F
				
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 1-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC
Engine displacement	1340cc (81.8cu.in)	1000cc (61.0cu.in)	124cc (7.6cu.in)	999cc (61.0cu.in)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	140.0kW @ 9700rpm (190PS)	148.5kW @ 13,200rpm (202PS)	11.0kW @ 10,000rpm (15PS)	110.0kW @ 10,000rpm (150PS)
Torque	150.00Nm @ 7000rpm (110.63lb.ft)†	117.6Nm @ 10,800rpm (86.73lb.ft)†	11.5Nm @ 8,000rpm (8.48lb.ft)†	108.0Nm @ 9,500rpm (79.66lb.ft)†
Traction control	Lean angle sensitive, 10 selectable modes and off	Lean angle sensitive, 10 selectable modes and off	n/a	3 Selectable modes and off
Fuel consumption	42.1MPG (14.90km/L)*	45.56MPG (16.1km/L)*	122.82MPG (43.5km/L)*	53.30MPG (18.9km/L)*
CO_2	157g/km (81.8cu.in)	144g/km	54g/km	122g/km
Seat height	800mm (31.5in)	825mm (32.5in)	785mm (30.9in)	810mm (31.9in)
Kerb mass	264.0kg (582.0lbs)	203kg (448lbs)	134kg (295lbs)	214kg (472lbs)
Suspension front	Adjustable, inverted telescopic, coil spring, oil damped	Showa Balance Free, Up-side-down, adjustable, coil spring, oil damped	Telescopic, coil spring, oil damped	Up-side-down, adjustable, coil spring, oil damped
Suspension rear	Adjustable, link type, coil spring, oil damped	Showa Balance Free, adjustable, link type, coil spring, oil damped	Link type, coil spring, oil damped	Adjustable, link type, coil spring, oil damped
Brakes front	Brembo Stylema®, 4-piston, twin disc	Disc, twin. Lean angle sensitive ABS with anti-rear wheel lift.	Disc	Disc, twin
Brakes rear	1-piston, single disc	Disc	Disc	Disc
Tyres front	120/70ZR17M/C (58W)	120/70ZR17M/C (58W), tubeless	90/80-17M/C, tubeless	120/70ZR17M/C (58W), tubeless
Tyres rear	190/50ZR17M/C (73W)	190/55ZR17M/C (75W), tubeless	130/70-17M/C, tubeless	190/50ZR17M/C (73W), tubeless
Fuel tank capacity	20.0L (4.39Imp gal)	16.0L (3.5Imp gal)	11.0L (2.4Imp gal)	17.0L (3.7Imp 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 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.

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Model shown: Hayabusa

3 The freeze indicator starts blinking when the ambient temperature falls below 3°C. It continues to blink for 30 seconds then remains lit until the ambient temperature rises above 5°C.

** 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

History progressed with customers worldwide.

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.

OFFICIAL SUZUKI GB 3 YEAR WARRANTY

- 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.

To find your nearest Dealer visit

bikes.suzuki.co.uk

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

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