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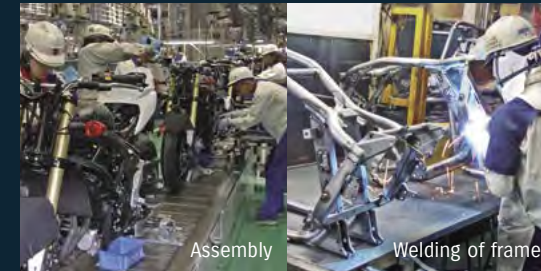


# World class engineering, uncompromising quality control

## 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.



### 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 System<sup>2</sup> 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<sup>1</sup> 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<sup>1</sup> 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 ABS<sup>2</sup>.



## 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.



## 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.



## 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.

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# KATANA

## The Evolution of an Icon

Forged to perfection and polished to a magnificent radiance. Engineered to provide maximum control and optimum performance. Finely crafted to take riding pleasure to a new level. The Suzuki KATANA is destined to create a new legend. From the sharp lines and highlights defining the length of its body to the performance of its breath-taking engine, every detail of the KATANA speaks of distinctive beauty. While its design draws inspiration from the 1981 GSX1100S KATANA, famed for its striking design and standout features, the new KATANA is a thoroughly modern machine that is engineered and styled to bring this icon to a whole new level.



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### The Face of a Legend

Designed to incorporate the latest advances in styling and technology. Built to delight and polished to perfection, the Suzuki KATANA is ready to forge the path to a new era. The distinctive styling of KATANA comes from its bold lines and shapes as well as key stand out features such as the unique square design LED headlight complimented by LED front position lights to accent the sharp lines of the cowling that covers the custom-designed instrument panel. Beyond KATANA's face, the two-tone seat is comfortable but with a slim profile, while the tail light features a striking lighting pattern and the satellite rear mudguard extends from the swingarm to create the clean, compact and sharp look of the rear.

### The Heart of KATANA

At the heart of the KATANA's powerful performance is a custom long-stroke version of the legendary fuel-injected 999cc inline-four engine that first proved itself on the 2005 GSX-R1000. Its broad torque output range combines with a new throttle control that delivers this power smoothly. Both the induction roar and exhaust note are tuned to heighten the visceral sense of riding pleasure, while also contributing to performance and combustion efficiency. Putting this power on the road in a controllable, effective manner is a back-torque-limiting clutch which acts as a slipper clutch system when changing down rapidly. Suzuki Clutch Assist System (SCAS) is an advanced clutch system supporting both sporty riding and less fatigue on long rides.

### Crafted Quality

The KATANA has been refined, shaped and carefully balanced like the Japanese sword which gives it its name. Both the looks and performance benefit from a balance of quality parts and rigorous testing to hone and perfect the KATANA. 43mm KYB inverted front forks give a ride that is sporty yet plush and have fully adjustable damping, rebound, compression and spring preload. Stopping with poise and precision the KATANA has the same top-of-the-line radial-mount Brembo monobloc front calipers as the GSX-R1000. These each have four opposed 32mm pistons acting on a 310mm floating-mount disc for strong stopping power.

### Wielding the KATANA

The KATANA's compact, light weight package makes its handling agile and its ride exciting and engaging. Every aspect of the chassis reflects a focus on great handling and control in real-world road conditions, from city streets to twisty mountain roads. The main frame helps to ensure optimal handling and great road-holding. 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. The sturdy aluminium alloy swingarm is ruggedly braced and helps to ensure great road holding together with attractive looks.

Full specification at back of brochure. For full model information see [bikes.suzuki.co.uk](http://bikes.suzuki.co.uk)



TCS



SCAS



SAIS



SET



ABS



EASY START



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### Striking from Every Angle

The Japanese Katana is beautiful to gaze upon and unbelievably exciting to wield. The height of fine craftsmanship, this famed sword combines sophisticated Japanese aesthetics and pure beauty into a sharp design. These characteristics made it the perfect motif for the Suzuki KATANA. The KATANA also symbolises Suzuki's uncompromising commitment to craftsmanship. Suzuki's dedication to creating distinctive beauty includes paying respect to tradition of the original KATANA while at the same time incorporating the looks, performance and technology of a modern Suzuki.

### Three-Mode Traction Control System

Suzuki's advanced traction control system<sup>1</sup> lets the rider control the KATANA's throttle with more confidence in diverse conditions; making 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 one of three modes or turn it off. The modes differ in terms of sensitivity. Mode one is for sport riding with minimal intervention from the system. Mode two offers a balance that is ideal for typical road conditions. Mode three gives maximal traction control for riding in poor conditions.



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# KATANA

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Metallic Mystic Silver (YMD)



Glass Sparkle Black (YVB)

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# GSX-S1000

**Sharper. Stronger. Smarter.**

The GSX-S1000 combines aggressive looks, relentless torque, exhilarating handling and enhanced electronics for an adrenaline fuelled ride on every street. Sharper. Stronger. Smarter. The complete Street machine.

Born of race-winning, track-proven DNA and raised for the street, the honed physique of the GSX-S1000 morphs it into an even tighter and more striking package that is ready to turn heads and own the streets. It's all about commanding performance, greater controllability, rider usability, and looks that can't be beaten.



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### Street Tuned Performance

Every aspect of performance has been refined. Overall power output is increased and is stronger through the low-to mid-range engine speeds most commonly used. A broader, smoother torque curve featuring greater cumulative torque production consistently delivers abundant power throughout the engine's operating range and particularly shines in the mid to high rpm range. Revised exhaust and intake cam profiles decrease the amount of lift and reduce valve lift overlap to achieve a better overall balance of performance and controllability across a broad range of engine speeds, while also contributing to improved emissions performance. Changes to the internal structure of the new air cleaner box help improve power output characteristics. A change to the bore size of the new electronic throttle bodies helps achieve a better balance between idling throttle response and power output characteristics.



rigidity and low weight. All this connects to a ruggedly braced aluminium swingarm that further contributes to the road gripping character that lets you ride with confidence.

### Adjustable KYB Suspension

The 43mm KYB inverted front forks give a ride that is smooth yet sporty. They feature 120mm of stroke and fully adjustable damping, rebound, compression and spring preload settings. The link-type rear suspension with adjustable rebound damping and spring preload settings reacts efficiently to varying road surfaces to maintain an agile and stable feel while helping offer up to 130mm of rear wheel travel. The suspension settings are tested and tuned to best match the internal structure of the tyre and realise precise handling and improved steering into corners.



### Brembo Brakes

The GSX-S1000 has high specification radial-mount Brembo monobloc calipers. The calipers each have four opposed 32mm pistons acting on a 310mm floating-mount disc for strong stopping power.

### Razor Sharp

The goal of the design concept is to visually express the potential of a motorcycle capable of such high performance, and to convey the refinement and sophistication of a product designed to handle more predictably, with greater controllability on any type of ride. Its sharp lines, radical new headlight design, and slim front and rear end sections highlighting the muscular bulk of its mid-section combine to create an aggressive stance that speaks of power and performance potential.

### Compact and Lightweight

The chassis features a compact, lightweight package that makes the GSX-S1000 agile and predictable for a high-performance, large-displacement street bike. Its twin-spar aluminium frame helps deliver sharp handling and great road holding ability, while its straight main tubes are ideal for achieving high

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### Bi-directional Quick Shift System

This feature lets you shift up or down more quickly and easily without the need to operate the clutch or throttle. When activated, Quick Shift automatically interrupts power delivery just long enough to produce smoother, almost uninterrupted acceleration when you shift up. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear ratio. The result of this hands-free automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.

### Traction Control System<sup>1</sup>

Programmed to continuously monitor front and rear wheel speed, engine RPM, throttle position and gear position, and designed to limit power to prevent slipping when it determines an imminent loss of traction.

This enhances stability to give you more confident control with less stress and fatigue. Now featuring a wider selection of five mode settings, this updated system fits a more diverse variety of riding conditions, styles, and level of experience.

The system can be also turned off when preferred. The higher number the mode, the faster control kicks in and the more proactive the system is in limiting wheel spin.

### Suzuki Drive Mode Selector

Choose between three different power output modes. All three ultimately deliver maximum engine output, but offer control over the level of throttle response and torque characteristics when accelerating. This empowers you to maximise the GSX-S1000's capabilities as a powerful street bike but enhances the overall riding experience by building in the flexibility to prioritise sports or stability characteristics to better match your intended riding style or adapt to changing weather, road and other conditions.



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# GSX-S1000

## Colours



Metallic Triton Blue (YSF)



Glass Matt Mechanical Grey (QT7)



Glass Sparkle Black (YVB)

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# GSX-S950

## Take to the Streets

The GSX-S950 has a sharp modern style, abundant and useable torque, easy and confidence inspiring handling and helpful electronic rider aids for a fun and enjoyable ride. With 95PS (70kW) peak power it's the ideal choice for newer or returning riders and can be switched to 47.5PS (35kW) to make this model available to A2 licence holders too.

Race-winning, track-proven bike DNA and engineering know-how focused to make the perfect bike for the street, the sharp physique of the GSX-S950 delivers a tight and striking visual package that will turn heads. It's all about enjoyable performance, confident controllability, rider usability, and looks that can't be beaten.



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### Fun and Performance

Every aspect of the GSX-S950's performance has been refined and balanced to deliver great riding enjoyment and pleasure, while still be easy to use. Peak power output is 95PS (70kW) or can be restricted to 47.5PS (35kW) and both benefit from a strong torque especially through the low-to mid-range engine speeds most commonly used. The broad, smooth torque curve consistently delivers usable power throughout the engine's operating range and particularly shines in the low to mid-range rpm range. Exhaust and intake cam profiles are finely tuned for lift and reduce valve lift overlap to achieve a great overall balance of performance and controllability across a broad range of engine speeds, while also contributing to clean emissions performance. The internal structure of the air box helps improve sound and output characteristics. The electronic throttle bodies helps achieve an optimal balance between idling throttle response and power output characteristics.

### Ready for Excitement

Even at a stand still, just looking at the GSX-S950, you can sense how agile, controllable and fun it is to ride. Every aspect reflects engineering focused on delivering great handling and control, whether riding on city streets, negotiating twisty mountain roads, or taking the long way home from work.

### Compact and Lightweight

The chassis features a compact, lightweight package that makes the GSX-S950 agile and predictable to handle.

Its twin-spar aluminium frame helps deliver easy handling and great road holding ability, while its straight main tubes are ideal for achieving high rigidity and low weight. All this connects to a ruggedly braced aluminium swingarm that further contributes to the road gripping character that lets you ride with confidence.

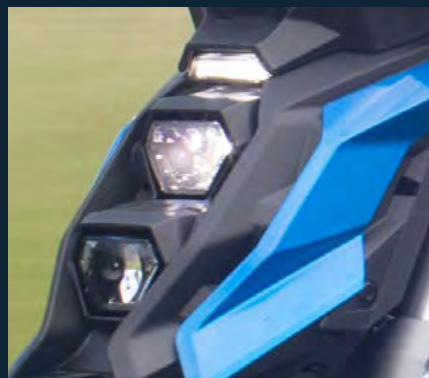
### Striking Hexagonal LED Headlights

The radical design and original cut of the hexagonal lenses of the new stacked LED headlight assemblies create a sharp, compact and unique front face. The minimalist cowl that surrounds them adds sharp lines and a sense of tension that is inspired by designs found on Suzuki's MotoGP racing machines.

### LCD Instruments

The instrument panel packs all required information onto a compact, full LCD screen using a clean and intuitive layout with information displayed in order of priority. The panel's LCD readouts include the speedometer, tachometer, odometer, dual trip meter, gear position, water temperature, riding range, lap time mode, average fuel consumption, instant fuel consumption, Traction Control mode, fuel gauge, clock, battery voltage, RPM indicator and service reminder.

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Ride by Wire



TCS



SCAS



ABS



EASY START



LOW RPM ASSIST



### Traction Control System<sup>1</sup>

Programmed to continuously monitor front and rear wheel speed, engine RPM, throttle position and gear position, and designed to limit power to prevent slipping when it determines an imminent loss of traction.

This enhances stability to give you more confident control with less stress and fatigue. Featuring three mode settings, to suite a diverse variety of riding conditions, styles, and level of experience.

The system can also be turned off when preferred. The higher number the mode, the faster control kicks in and the more proactive the system is in limiting wheel spin.

### Suzuki Clutch Assist System

Adopting both slip and assist functionality.

The slipper clutch partially disengages to reduce negative engine torque and mitigate the effect of engine braking when downshifting from high rpm. This helps prevent the rear tyre from locking up or hopping and provides smoother deceleration, enabling the rider to shift down with greater confidence and maintain better control when downshifting into corners. The assist function increases the clutch's clamping force under acceleration and thereby allows the use of softer springs while still efficiently transferring torque to the rear wheel. This results in light clutch lever operation, which reduces left hand fatigue when stuck in traffic jams, or in other situations that require frequent clutch lever operation.



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# GSX-S950

Colours



Pearl Brilliant White (YUH)



Metallic Triton Blue (YSF)



Metallic Matt Black No.2 (YKV)

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# GSX-S750

## Legendary GSX-R Power

Hear the wild induction roar strike your soul. Feel genuine GSX-R power stir your spirit. Own the apex of every corner. Powered by a legendary supersport engine. Armed with the latest technologies. Tuned to command the streets. Built to reign supreme over naked sport bikes. The GSX-S750 is a true apex predator.



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### Tuned for the Streets

Inherited directly from a GSX-R supersport machine, the powerful 749cc four-cylinder fuel-injected engine is specially tuned and refined to maximise its potential on the streets and on winding roads. Cutting-edge technologies from the legendary GSX-R series control engine management. The downdraft double-barrel Suzuki Dual Throttle Valve (SDTV) system ensures efficient combustion and smooth, highly controllable power delivery throughout the engine's broad power range. Suzuki's digital ignition system, Idle Speed Control (ISC) and the use of iridium spark plugs contribute to linear throttle response, greater low-end torque production, easier engine start-up, lower cold-start emissions, and more stable idling. The GSX-S750 also adopts a shorter final gear ratio that helps maximise acceleration, while sixth gear retains a ratio that does not compromise top speed.



### The Apex Predator

Top predators evolved to dominate the environment and the GSX-S750 is just such an animal. Every component is designed and tuned to deliver maximum performance and to look good doing it. Sure footed, precise and highly responsive, the GSX-S750 is comfortable, smooth and more than ready to carry you wherever you want to ride, in style.

### Adjustable Suspension

Inverted front forks featuring 41mm stanchion tubes and bold looking anodised upper tubes provide a sporty ride that is also smooth and comfortable. Spring preload can be adjusted to match the conditions and your riding preferences.

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### Performance Braking

The radial mount design provides a positive feeling when applying the brakes and maximises braking control. Each of the Nissin front calipers has four opposed pistons acting on a 310mm floating-mount disc to provide abundant stopping power when you need it. Adopting a petal type design for the 310mm floating mount front discs adds an even sportier look to the GSX-S750's bold styling.



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### Aggressively Styled

From the bold, upswept lines of its crouched stance to the aggressive styling of its headlight, fuel tank and body trim designs, every aspect of the GSX-S750 speaks of the raw power, predictable performance and functional beauty inherent to a true apex predator. It invites you to climb on and make it your own, while you dominate the roads in and around your town together.

### Three-Mode Traction Control System<sup>1</sup>

This track-bred technology provides greater confidence and reduces fatigue by delivering control over engine output that helps prevent rear wheel spin. The system operates so smoothly and naturally that it does not interfere with handling, even when the rider wishes to engage in aggressive sports riding. The rider can freely select one of three modes using the convenient handlebar switch. 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<sup>2</sup> when riding in poor conditions.



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# GSX-S750

## Colours



Pearl Brilliant White /  
Champion Yellow No.2 (B55)



Metallic Triton Blue (KEL)



Metallic Oort Grey /  
Glass Sparkle Black (BD7)

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# GSX-S125

## A True Streetbike

Meet the light weight king of the streets, the Suzuki GSX-S125. It has the best power-to-weight ratio and acceleration in the 125cc street sport class, plus agile handling and great fuel economy. It also has exciting, modern, innovative bodywork, and a low seat height for a comfortable ride. Along with a multi-function LCD instrument and vertically stacked LED headlights in a stylish cowl. It is a dependable, comfortable, agile motorcycle that also delivers genuine Suzuki high-performance. It is made to handle city traffic jams while commuting to work during the week. And it is also an exciting motorcycle ready for fun rides into the countryside or even a track ride on weekends. The GSX-S125 is a motorcycle that's easy to ride. And it is easy to be proud of, with a genuine supersport engine and the latest technology, plus high-quality fit and finish, and beautiful paint and graphics.



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### Advanced GSX-S Engine

The power plant for the GSX-S125 is a single cylinder, liquid cooled, DOHC (Double Over Head Cam) with 124cc. It powers the GSX-S to great performance on the streets and a lot more. The engineers behind the GSX-R series have been perfecting engines for over 30 years, and this is their latest masterpiece. In the 125cc class the GSX-S125 has the best power-to-weight ratio, the best torque to weight ratio and the best acceleration. So the rider can enjoy the most fun and excitement, every corner, every straight and every ride. This level of performance is well known for a GSX-R and now a GSX-S too, but beyond the power and acceleration there is even more, this engine is also extremely fuel efficient as well, so you can travel further on each tank of fuel before it's time to re-fuel.

### Suzuki Easy Start System and Shutter-Key Lock

The GSX-S125 features a convenient easy start ignition system with a shutter-key lock system. The key fob carries a unique, random magnetic code pattern which opens the shutter when the fob is lined up and pushed into a receiver on the ignition lock cover, and the ignition key can then be inserted into the lock and the ignition turned on. Once the key is inserted into the shutter-key ignition lock and turned to the running position, the system automatically starts the engine with one touch of a button mounted on the handlebar; there is no need to hold the starter button down until the engine fires. The shutter can be easily closed by pushing a button once the ignition is turned off and the key has been removed.

### Light Weight Chassis

The chassis design of the GSX-S125 is light and compact, giving the rider ultimate control on the streets for a fast and agile ride. For a street bike low weight is key, this helps deliver a bike with responsive and rewarding handling as well as added confidence on the street. The engineers behind the GSX-S125 have created one of the lightest bikes in the 125cc class, giving the rider the edge over most of the competition. As well as being one of the lightest machines in its class, the GSX-S125 also has the lowest seat height too, making an unbeatable combination for accessibility for all types of rider, while still maintaining an aggressive street look with easy riding position. The low seat height means most riders will be able to place both feet securely on the floor for added confidence, while the light weight makes the bike easy to manage both on the move and for slow speed manoeuvres.

### Clear LCD Instruments

The Suzuki GSX-S125 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 average fuel consumption meter; a fuel gauge; and an oil change timing indicator.

Full specification at back of brochure.  
For full model information see  
[bikes.suzuki.co.uk](http://bikes.suzuki.co.uk)



ABS

EASY START



### Performance for the Streets

It began with the GSX-S1000 in 2015, then came the GSX-S750 and now the start point for the GSX-S family comes the stunning GSX-S125. For decades Suzuki has been building class leading performance based Supersport bikes with our GSX-R range, and muscular aggressive street bikes. In recent years we've combined these skills and experience to create the GSX-S line, a range of bikes with Supersport derived engines and performance, but harnessed in aggressive naked street bikes for a stripped back look and street focused performance.

### Striking LED Lighting

The GSX-S125 features vertically stacked LED headlights, with the low beam above the high beam, and position lights on each side of the headlight. The GSX-S125's LED headlights are bright and compact, lighter and longer lasting compared to conventional halogen-bulb headlights seen on competing machines. Because LED headlights use about 15% of the electrical power required by conventional bulbs, less engine power is needed to run the motorcycle's alternator, improving acceleration and fuel economy. The LED licence plate light on the rear fender is light and compact and much more durable and vibration resistant than the conventional bulb lights installed on competing 125cc machines.



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# GSX-S125

Colours



Pearl Brilliant White / Aura Yellow (ATZ)



Titan Black (YVU)



Metallic Triton Blue (YSF)

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# SV650X

## Riding Pleasure Unleashed

If you're looking to get out on the road on a sporty bike with café racer styling, look no further than the SV650X. With its smooth-revving V-Twin engine tucked into a slim and light weight trellis frame, the SV650X combines power and agility with classic café racer looks. Whether in stop-and-go city traffic or on country roads, this bike delivers exhilaration and riding fun.



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### Sporty Clip-on Handlebars

Clip-on handlebars encourage a sporty riding position, and hark back to the days of the original café racers.

### Classic Tuck-and-Roll Seat

The narrow, streamlined seat exudes retro looks and feel. The seat has soft cushioning, helping reduce rider fatigue, even in a sporty riding position.

### Stylish Slotted Headlight Cowling

The round multi-reflector headlight is equipped with a stylish headlight cowling. Slots in the headlight sides are reminiscent of heritage racers, accentuating the SV650X's personality.

### Retro Look Fuel Tank

The tank's emblem has been changed from the signature "S" mark to the SUZUKI logo. The design has a definite retro look. Additionally, the fuel tank capacity is 14.5 litres and combined with the SV650X's excellent fuel economy this gives a highly usable riding range.

### Dual Spark 90° V-Twin

The Suzuki V-Twin engine is a marvel of engineering with superb versatility. While at lower RPM, this engine delivers powerful torque that's easy to handle and a deep robust sound. Open the throttle to mid-range, and the power of the engine's response is linear and smooth, yet always under your control. Then at higher RPM, the V-Twin has performance ready to go, even in the higher gears. As well as this great performance the engine is also extremely fuel efficient delivering 68.90MPG.

### Adjustable Suspension

The front suspension system employs durable 41mm telescopic right way up front forks with 125mm travel and are adjustable for preload. While the rear features link-type suspension with a stroke of 63mm and is preload adjustable to one of seven pre-defined settings. Together, the SV650X's suspension system ensures consistent ride-ability and sporty handling performance.

Full specification at back of brochure.

For full model information see

[bikes.suzuki.co.uk](http://bikes.suzuki.co.uk)





### Light Weight Chassis

With a remarkable ready to ride weight of only 200kg, the SV650X makes manoeuvring and handling easy and pleasurable. The SV650X makes good use of its light weight with responsive acceleration, agile handling and absolute confidence in manoeuvring. Riders of all levels can take to the city or winding roads and experience unrestricted fun.

### Suzuki Easy Start System

The Suzuki Easy Start System engages the starter motor at a precisely timed pre-set interval to start the motorcycle with just a push of a button.

A computerised 32-bit ECM checks the status and disengages the starter motor immediately after start.



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Glass Sparkle Black (YVB)

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# SV650

## V-Twin Fun for all Riders

What started in 1999 as a motorcycle built to deliver “V-Twin fun”, the Suzuki SV650 quickly became renowned the world over.

Not only was this a motorcycle with universal appeal, but it was well-suited to urban roads and was right at home on the racetrack too.

Presenting the SV650, it comes complete with the latest Suzuki innovations and will set the bar even higher for V-Twin fun and performance.

Loaded with capabilities and exuding personality, your daily commutes or weekend excursions on winding roads are an unforgettable ride. No matter if you’ve just gained your licence or you’ve been riding for years, the SV650’s light weight and ultra-slim profile makes you want to take to the road again and again.



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### Dual Spark 90° V-Twin

The Suzuki V-Twin engine is a marvel of engineering with superb versatility. While at lower rpm, this engine delivers powerful torque that's easy to handle and a deep robust sound. Open the throttle to mid-range, and the power of the engine's response is linear and smooth, yet always under your control. Then at higher rpm, the V-Twin has performance ready to go, even in the higher gears. As well as this great performance the engine is also extremely fuel efficient delivering an exceptional 68.90MPG.

### Slim Body

The SV650's streamlined profile is the result of ergonomically shaped side panels and optimised seat design, which let you straddle the motorcycle with your feet on the ground if stopped or for easy changes of position while flowing through corners. The narrow, streamlined seat is 785mm in height and is designed almost flat from front to rear, yet gives riders a high degree of grip in the upright position. Despite its ample 14.5 litre capacity, the fuel tank is slim and sports an ergonomic form for maximum rider comfort.

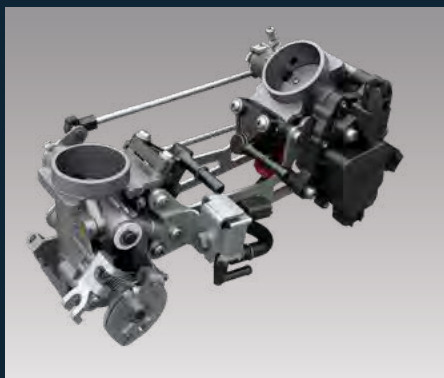
### Low RPM Assist

The SV650 comes with Suzuki's Low RPM Assist function that utilises the Idle Speed Control (ISC) to help boost engine rpm in launching operation or running at low speed. This new feature helps suppress engine stalls when running at slow speeds, resulting in better start control and operation especially in stop-and-go traffic.

### Adjustable Suspension

The front suspension system employs durable 41mm telescopic right way up front forks with 125mm travel. While the rear features link-type suspension with a stroke of 63mm and is preload adjustable to one of seven pre-defined settings. Together, the SV650's suspension system ensures consistent ride-ability and sporty handling performance.

**Full specification at back of brochure.**  
**For full model information see**  
[bikes.suzuki.co.uk](http://bikes.suzuki.co.uk)



# SV650

## Colours



Glass Sparkle Black /  
Pearl Brilliant White (B1G)



Glass Sparkle Black (ACX)



Metallic Matt Black No.2 (YKV)

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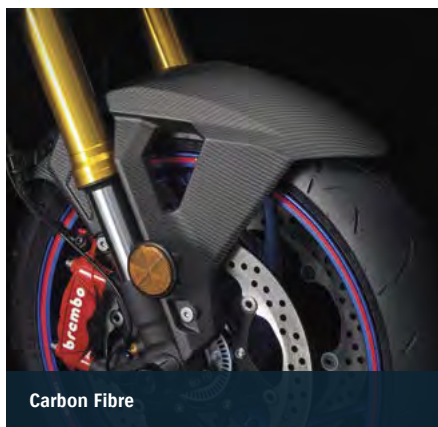
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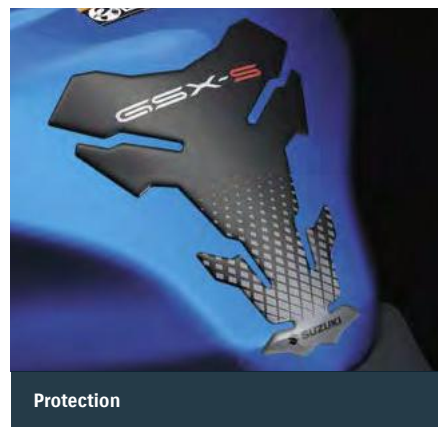
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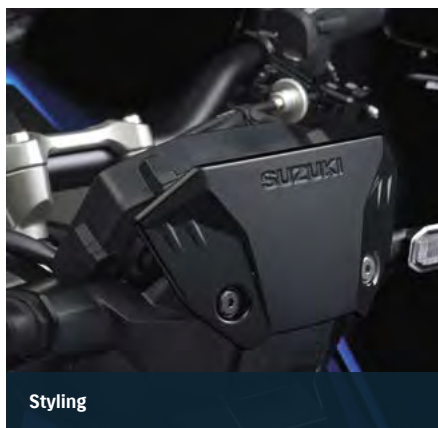




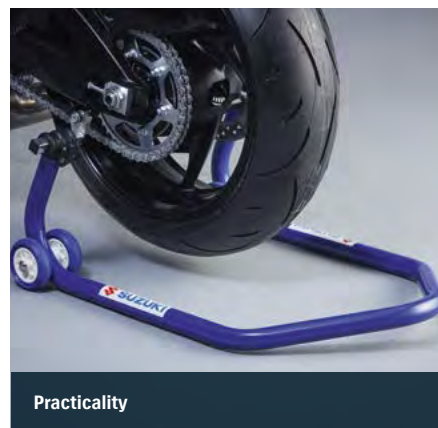
Carbon Fibre



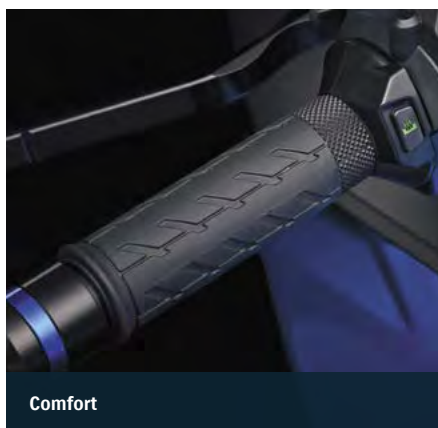
Protection



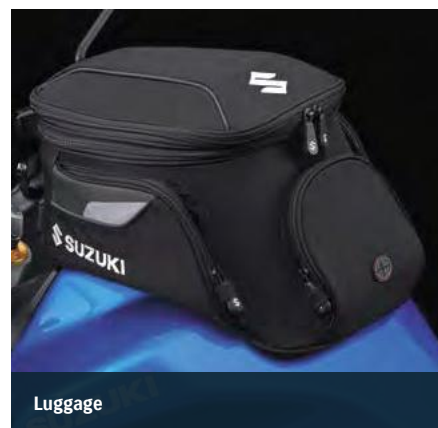
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Practicality



Comfort



Luggage

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



# Genuine Merchandise

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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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- Suzuki Genuine Parts
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Model	KATANA	GSX-S1000	GSX-S950	GSX-S750	GSX-S125
					
<b>Engine type</b>	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 1-cylinder, liquid-cooled, DOHC
<b>Engine displacement</b>	999cc (61.0cu. in)	999cc (61.0cu. in)	999cc (61.0cu. in)	749cc (45.7cu. in)	124cc (7.6cu. in)
<b>Transmission</b>	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
<b>Power</b>	110kW @ 10,000rpm (150PS)	112kW @ 11,000rpm (152PS)	70kW @ 7,800rpm (95PS)	84kW @ 10,500rpm (114PS)	11.0kW @ 10,000rpm (15PS)
<b>Torque</b>	108.0Nm @ 9,500rpm (79.66lb. ft)†	106.0Nm @ 9,250rpm (79.66lb. ft)†	92Nm @ 6,500rpm (67.86lb. ft)†	81.0Nm @ 9,000rpm (59.74lb. ft)†	11.5Nm @ 8,000rpm (8.48lb. ft)†
<b>Traction control</b>	3 Selectable modes and off	5 Selectable modes and off	3 Selectable modes and off	3 Selectable modes and off	n/a
<b>Fuel consumption</b>	53.30MPG (18.9km/L)*	46.31MPG (16.39km/L)*	46.31MPG (16.39km/L)*	57.65MPG (20.4km/L)*	122.82MPG (43.5km/L)*
<b>CO<sub>2</sub></b>	122g/km	143g/km	143g/km	114g/km	54g/km
<b>Seat height</b>	825mm (32.5in)	810mm (31.9in)	810 mm (31.9in)	820mm (32.3in)	785mm (30.9in)
<b>Kerb mass</b>	215kg (474lbs)	214kg (472lbs)	214kg (472lbs)	213kg (470lbs)	133kg (293lbs)
<b>Suspension front</b>	Up-side-down, adjustable, coil spring, oil damped	Up-side-down, adjustable, coil spring, oil damped	Inverted telescopic, coil spring, oil damped	Up-side-down, adjustable, coil spring, oil damped	Telescopic, coil spring, oil damped
<b>Suspension rear</b>	Adjustable, link type, coil spring, oil damped	Link type, coil spring, oil damped	Link type, coil spring, oil damped	Adjustable, link type, coil spring, oil damped	Link type, coil spring, oil damped
<b>Brakes front</b>	Disc, twin	Disc, twin	Disc, twin	Disc, twin	Disc
<b>Brakes rear</b>	Disc	Disc	Disc	Disc	Disc
<b>Tyres front</b>	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	90/80-17M/C, tubeless
<b>Tyres rear</b>	190/50ZR17M/C (73W), tubeless	190/50ZR17M/C (73W), tubeless	190/50ZR17M/C (73W), tubeless	180/55ZR17M/C (73W), tubeless	130/70-17M/C, tubeless
<b>Ground clearance</b>	140mm (5.5in)	140mm (5.5in)	140mm (5.5in)	135mm (5.3in)	165mm (6.5in)
<b>Fuel tank capacity</b>	12.0L (2.6Imp gal)	19.0L (4.2Imp gal)	19.0L (4.2Imp gal)	16.0L (3.5Imp gal)	11.0L (2.4Imp 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.

<sup>1</sup> 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	SV650X	SV650
		
<b>Engine type</b>	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin	4-stroke, 2-cylinder, liquid-cooled, DOHC, 90° V-Twin
<b>Engine displacement</b>	645cc (39.4cu. in)	645cc (39.4cu. in)
<b>Transmission</b>	6-speed constant mesh	6-speed constant mesh
<b>Power</b>	54.0kW @ 8,500rpm (73PS)	54.0kW @ 8,500rpm (73PS)
<b>Torque</b>	64.0Nm @ 6,800rpm (47.20lb. ft)†	64.0Nm @ 6,800rpm (47.20lb. ft)†
<b>Traction control</b>	n/a	n/a
<b>Fuel consumption</b>	68.90MPG (24.39km/L)*	68.90MPG (24.39km/L)*
<b>CO<sub>2</sub></b>	96g/km	96g/km
<b>Seat height</b>	790mm (31.1in)	785mm (30.9in)
<b>Kerb mass</b>	200kg (441lbs)	200kg (441lbs)
<b>Suspension front</b>	Adjustable, coil spring, oil damped	Coil spring, oil damped
<b>Suspension rear</b>	Adjustable, link type, coil spring, oil damped	Adjustable, link type, coil spring, oil damped
<b>Brakes front</b>	Disc, twin	Disc, twin
<b>Brakes rear</b>	Disc	Disc
<b>Tyres front</b>	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless
<b>Tyres rear</b>	160/60ZR17M/C (69W), tubeless	160/60ZR17M/C (69W), tubeless
<b>Ground clearance</b>	135mm (5.3in)	135mm (5.3in)
<b>Fuel tank capacity</b>	14.5L (3.2Imp gal)	14.5L (3.2Imp gal)



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<sup>2</sup> 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.

\*\* 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](http://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.



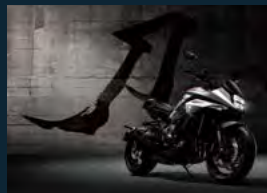
**2008** Suzuki introduces 2nd generation Hayabusa 1300.



**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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YEAR  
WARRANTY

Specifications, appearance, colours (including body colour), equipment, materials and other aspects of the "SUZUKI" products shown in this catalogue are subject to change by Suzuki at any time without notice. Each model may be discontinued without notice. Please enquire at your local dealer for details of any such changes. Images contain computer-generated composites and may include optional accessories. All images are of professional riders under closed road conditions.

- 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](https://bikes.suzuki.co.uk)

