

Sport



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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.



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 System¹ 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 TCS² 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 system² 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 ABS¹.



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-a 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.

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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.



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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.

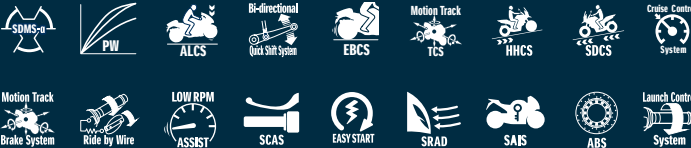
Unmistakably Hayabusa

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.
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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-a 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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Colours



Glass Sparkle Black /
Candy Burnt Gold (B5L)



Metallic Matt Sword Silver /
Candy Daring Red (B5M)



Pearl Brilliant White /
Metallic Matt Stellar Blue (B5N)

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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.
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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 average fuel 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.



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Colours



Solarise Silver / Metallic Triton Blue (B57)



Stronger Red / Titan Black (GTA)



Titan Black (YVU)

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GSX-S1000GT

Performance Distance Connection

Superbike derived performance paired with the latest technology and all-day comfort allows the GSX-S1000GT to deliver a next level sports touring experience for both rider and pillion. The thrilling 152PS, torque-rich powerplant and seamless quickshifter is just the start. A comfortable yet dynamic chassis, optional hard-luggage capability and cruise control as standard means that miles of breath-taking roads are covered with ease. All this is combined with striking looks, a premium finish and a 6.5" colour TFT display with smartphone connectivity to round off the perfect machine for your next journey.



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Sport Touring Ergonomics

An upright riding position provides all-day-riding comfort, while wide-set rubber mounted handlebars and aluminium footrests with rubber inserts reduce vibration and fatigue. As well as aiding comfort, the handlebar position offers high levels of control and feel. Rider and pillion seats feature a sporty and attractive new design, covered in a material that provides positive grip. The rider's seat is also shaped to offer freedom of movement when enjoying a sporty ride. Special effort went into designing the thickness, shape and size of the pillion seat to maximise passenger comfort, and into designing the new grab bars at the back of the seat for comfort and ease of use.

Power Your Journey

The high performance, 999cc four-stroke, liquid-cooled, DOHC inline-four cylinder engine that powers the GSX-S1000GT has been engineered to perform optimally in all types of riding conditions, whether touring over long distances or out for a sporty run. The engine delivers superbike-levels of performance but combines it with measures to minimise vibration to make riding over long journeys more comfortable and less tiring. Smooth, consistently powerful output throughout the engine's rev range enhances the riding experience both at the low to mid-range engine speeds commonly used in daily riding, and through the mid to high-range used when travelling long distances on the motorway or on sporty solo rides.

6.5inch Full-Colour TFT Display

The GT's instrument cluster adopts a new-generation 6.5inch full-colour TFT screen. The large, multi-function display features a scratch-resistant surface, an anti-reflective coating that improves visibility in bright light, as well as selectable day and night modes with a light sensor to auto change too. The display is designed to support smartphone connectivity features from the new Suzuki mySPIN app. Suzuki mySPIN works with the TFT screen to enrich the functionality of the cockpit environment blending riding and vehicle status updates like road speed, electronic rider aid settings and communication and entertainment from the rider's smartphone too, across: maps, phone, contacts, music and calendar.

Performance and Comfort

Agility, comfort, and riding pleasure were all design goals for creating this sports touring chassis. Every aspect reflects a focus on great handling and control in real-world conditions, such as riding with a pillion or carrying the optional hard luggage (36L each), and to minimise rider fatigue when touring for long distances. Another major goal was to build the chassis to deliver the aggressive performance capabilities of a superbike-derived powerplant when heading out for sporty rides.

Full specification at back of brochure.
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Cruise Control and Bi-Directional Quickshifter

Cruise control is a convenient system that allows the rider to maintain a set speed without operating the throttle. This helps reduce fatigue when touring long distances, particularly when travelling at constant speed on motorways. The chosen setting appears on the colour TFT instrument screen and the speed can be easily adjusted upward or downward using the plus or minus switch on the left handlebar.

The bi-directional quickshifter enables the rider to shift up or down without operating the clutch. As standard equipment, this feature enhances the riding experience and reduces fatigue. When activated, the system automatically interrupts power delivery when accelerating just long enough to unload the transmission, thereby producing smoother, almost uninterrupted acceleration when the rider shifts up. When decelerating, without manually blipping the throttle or using the clutch, 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 the rider downshifts.

Suzuki Traction Control System (STCS) and Suzuki Drive Mode Selector (SDMS)

The GT is equipped with STCS with a selection of five modes (plus off). The fine incremental control over settings allows the system to better fit the riding conditions in which the machine finds itself, whether riding alone or with a pillion, whether carrying luggage, or riding in inclement weather. This in turn instils greater confidence in the rider, regardless of experience, while reducing stress and fatigue. SDMS fully leverages the electronic throttle control system to offer a choice between three modes that deliver different power output characteristics to match the road conditions, or preferred riding style for any given outing. The settings for each of the three modes were tuned and thoroughly tested to maximise the GT's capabilities as a sports touring machine, and to build in the flexibility to adapt well to changing weather, road and riding conditions and make the overall GT experience more enjoyable.



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GSX-S1000GT

Colours



Metallic Triton Blue (YSF)



Metallic Reflective Blue (QT8)



Glass Sparkle Black (YVB)

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Make your Suzuki Unique



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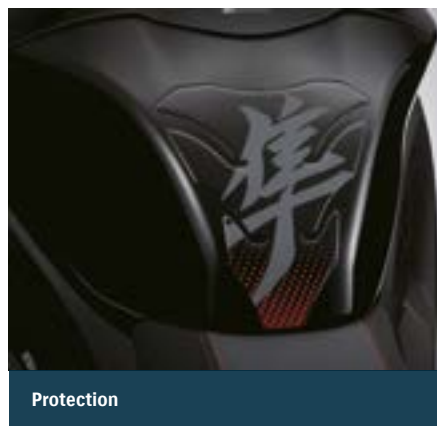
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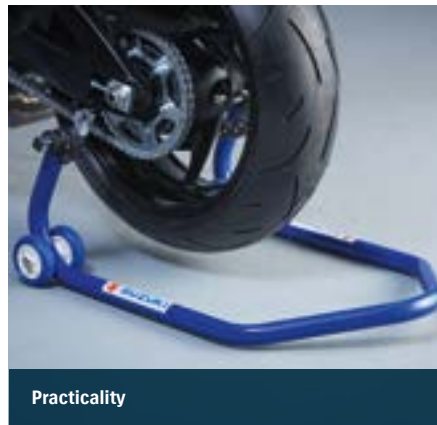
Carbon Fibre



Protection



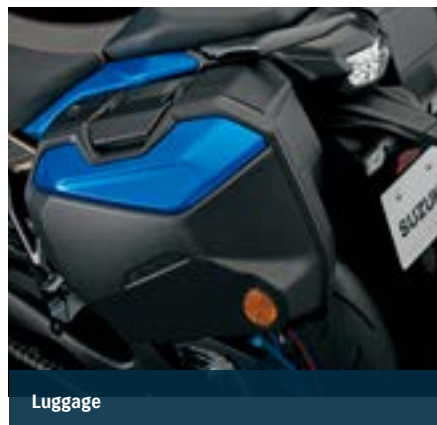
Styling



Practicality



Comfort



Luggage

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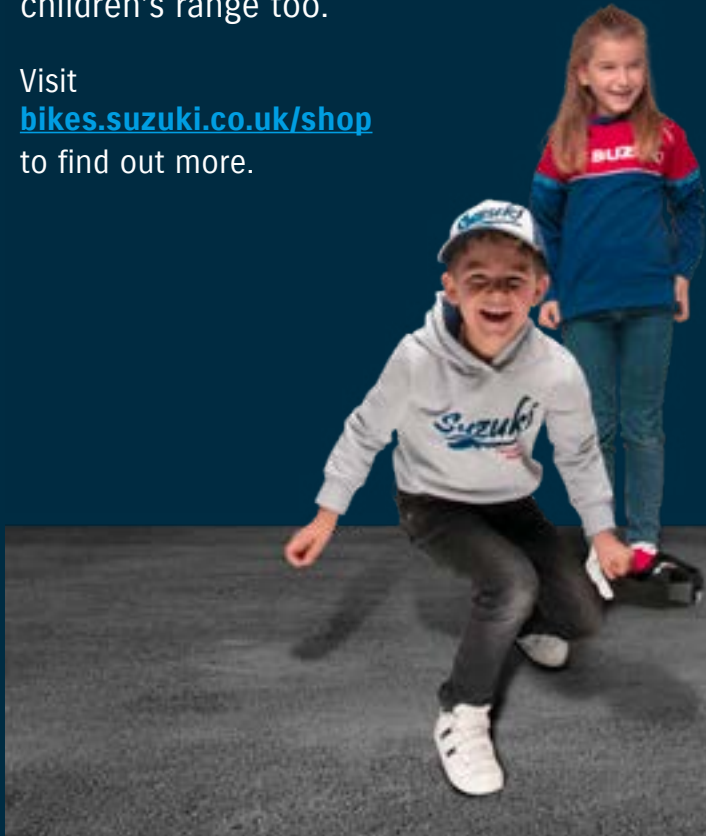
Go online to see the full selection of accessories available across the range.



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.

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- Progress report during the day
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Engine type	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)	124cc (7.6cu.in)	999cc (61.0cu.in)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	140.0kW @ 9700rpm (190PS)	11.0kW @ 10,000rpm (15PS)	112.0kW @ 11,000rpm (152PS)
Torque	150.00Nm @ 7000rpm (110.63lb.ft)†	11.5Nm @ 8,000rpm (8.48lb.ft)†	106.0Nm @ 9,250rpm (78.18lb. ft)†
Traction control	Lean angle sensitive, 10 selectable modes and off	n/a	5 Selectable modes and off
Fuel consumption	42.1MPG (14.90km/L)*	122.82MPG (43.5km/L)*	46.31MPG (16.39km/L)*
CO ₂	157g/km	54g/km	143g/km
Seat height	800mm (31.5in)	785mm (30.9in)	810mm (31.9in)
Kerb mass	264.0kg (582.0lbs)	134kg (295lbs)	226kg (498lbs)
Suspension front	Adjustable, inverted telescopic, coil spring, oil damped	Telescopic, coil spring, oil damped	Inverted telescopic, coil spring, oil damped
Suspension rear	Adjustable, link type, coil spring, oil damped	Link type, coil spring, oil damped	Link type, coil spring, oil damped
Brakes front	Brembo Stylema®, 4-piston, twin disc	Disc	Disc, twin
Brakes rear	1-piston, single disc	Disc	Disc
Tyres front	120/70ZR17M/C (58W)	90/80-17M/C, tubeless	120/70ZR17M/C (58W)
Tyres rear	190/50ZR17M/C (73W)	130/70-17M/C, tubeless	190/50ZR17M/C (73W)
Fuel tank capacity	20.0L (4.39Imp gal)	11.0L (2.4Imp gal)	19.0L (4.2Imp 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 01-01-2023 and 31-12-2023 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

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Suzuki History



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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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 November 2022
Suzuki GB PLC, Steinbeck Crescent, Snelshall West, Milton Keynes MK4 4AE

To find your nearest Dealer visit

bikes.suzuki.co.uk

