

SERIOUS.FUN
シリアス ファン



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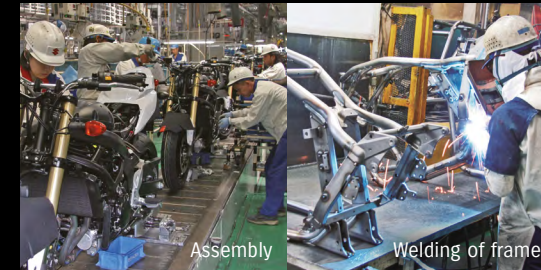


World class engineering, uncompromising quality control

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 “” 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 Hayabusa model's launch control automatically limits engine rpm and optimises torque delivery.



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.



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 Hayabusa this system reduces rear wheel lift under hard braking, while on Hayabusa the system also optimises brake pressure when the motorcycle is leaning.



Motion Track TCS Traction Control System

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



TCS - Traction Control System

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



SCAS – Suzuki Clutch Assist System

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



SAIS – Suzuki Advanced Immobiliser System

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



SET – Suzuki Exhaust Tuning

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



ABS – Anti-lock Brake System

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



Suzuki Easy Start

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



Low RPM Assist

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



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 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 999cc four-stroke DOHC liquid-cooled inline-four engine with true winning superbike DNA. This street-tuned engine is based on core architecture that benefits from know-how acquired over decades of developing the GSX-R to win countless production race victories, while also incorporating advanced technologies developed for MotoGP racing. 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.

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 top-of-the-line radial-mount Brembo monobloc front calipers. 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 light. 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.
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TCS



SCAS



SAIS



SET



ABS



EASY START



LOW RPM
ASSIST



Ride by Wire



Bi-directional
Quick Shift System



S-DMS

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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. Bi-directional Quick Shift works in unison with SDMS to bring you even greater riding fun with a more linear feel.

Suzuki Traction Control System (STCS)¹ and Suzuki Drive Mode Selector (SDMS)

STCS is 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 a wide selection of five mode settings, this version of STCS¹ fits a 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.

SDMS has three different power output modes. All 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 KATANA'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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Pearl Vigor Blue (YKY)



Metallic Mystic Silver (YMD)

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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 new GSX-S1000 is a striking package that is ready to turn heads and own the streets, thanks to a colour TFT screen, a comprehensive suite of electronics, commanding performance, 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.



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.



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 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.

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.

Colour TFT Screen

A 5-inch colour TFT instrument panel displays all the rider's required information via a clean and intuitive layout. It features day and night modes which change automatically via a light sensor. It can also be set by the rider to their preferred display settings. The dash's readouts include the speedometer, tachometer, odometer, dual trip meter, gear position, water temperature, riding range, average fuel consumption, instant fuel consumption, traction control mode², SDMS mode, quickshifter setting (ON/OFF), fuel gauge, clock, battery voltage, RPM indicator and service reminder.

Full specification at back of brochure.
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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 System¹

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 Sparkle Black (YVB)



Candy Daring Red (YYG)

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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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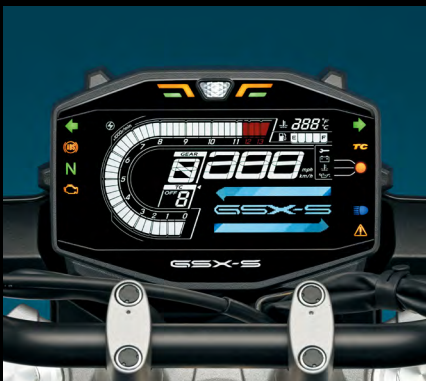
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Fun and Performance

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 cowling 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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Traction Control System¹

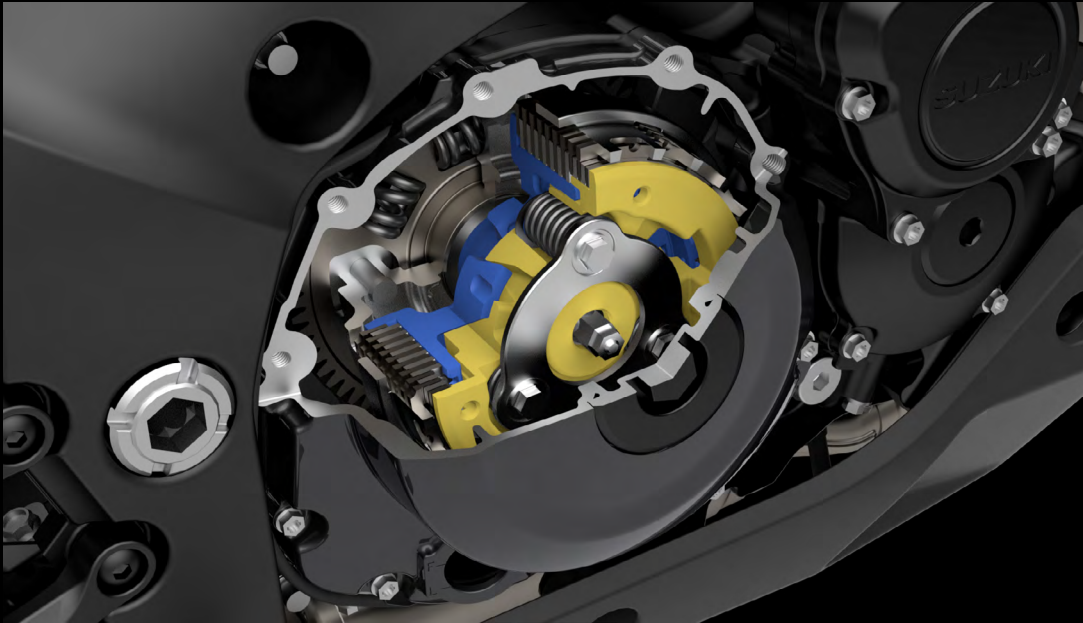
Programmed to continuously monitor front and rear wheel speed, engine RPM, throttle position and gear position, and designed to limit power to prevent slipping when it determines an imminent loss of traction.

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



Metallic Triton Blue (YSF)



Metallic Matt Sword Silver (QKA)



Glass Sparkle Black (YVB)

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GSX-8S

Born to Thrill

Work hard, play harder. The GSX-8S features a torquey 776cc, 270° crank, parallel twin that delivers exciting performance and an exhilarating soundtrack throughout the range. A 5" TFT colour dash, bi-directional quick-shifter and aggressive design make for a refined yet thrilling ride on every journey.



Model shown with optional accessories

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Instantly Recognisable

The styling for the GSX-8S is based on the three core phrases: new era, visual structure, and icon. New era reflects the goal of creating a thoroughly modern design that sets a trend for an exciting new generation of motorcycles ready to carry the Suzuki brand into the future. Visual structure reflects the goal of exposing the bike's functional parts, painting them in the new body colours, and simplifying the bodywork and graphics to put a spotlight on the visceral appeal of its structural elements. Icon reflects the goal to create a unique silhouette with an iconic presence that is instantly recognisable and symbolises the future of Suzuki design.

Colour TFT Display

The GSX-8S uses a 5-inch colour TFT display. Clearly legible high-quality information displays keep you fully aware of all the bike's systems and settings, and supply vital real-time operating status information. The tachometer doubles up as a programmable rpm indicator light that blinks when the engine reaches a pre-set speed, and adds a function that lets you display large pop-up alerts and reminder. Manual or automatic switching settings for the day (white) and night (black) display modes let you maximise visibility at any hour and in any riding situation.

LED Headlight

The vertically-stacked pair of hexagonal LED headlights are designed to emulate the GSX-S1000 and use a bright mono-focus LED light source that provides the rider with a clear view of the road ahead. The vertical orientation of the thin, compact headlight assembly creates a sharp look with unique character that makes the front end look light and ready for action. Compact LED position lights flank the headlights as they trace forward and down along the front cowl. The angled design of these narrow slits add to the unique face.

Twin Rumble and Performance

The new 776cc, DOHC, parallel twin engine with four valves per cylinder features a long-stroke configuration that delivers a fine balance of smooth, controllable power from low rpm and the enjoyable feeling of free-revving performance through to the top end. The engine features a 270° crankshaft design, which delivers a smooth ride with lots of torque, positive traction, and a unique, thrilling rumble.

Suzuki Clutch Assist System (SCAS)

The assist function leverages precision-engineered ramps to force the clutch boss and pressure plate together and efficiently transfer torque to the rear wheel under acceleration, all while using softer clutch springs. The slipper clutch partially disengages when downshifting and decelerating to mitigate the effect of engine braking and provides smoother deceleration, which enables the rider to shift down with greater confidence and maintain better control.

Innovative Suzuki Cross Balancer

This patented biaxial primary balancer positions its two balancers at 90° to the crankshaft, marking a first among production motorcycles. This patented mechanism suppresses vibration to contribute to smooth operation, and it also helps achieve a lightweight powerplant that is more compact from front to rear.

Balancer no.1 cancels the primary vibration generated by the piston (reciprocating weight) of the first cylinder, while balancer no.2 cancels the primary vibration of the second cylinder. Adopting a 270° crankshaft angle cancels secondary vibration, contributing to even smoother engine operation. Furthermore, placing the two balancers at 90° to the crankshaft with each positioned equidistant from the crankshaft cancels primary couple vibration.

Agile Handling and Cornering Performance

Featuring a wheelbase that is longer than on a typical naked streetfighter, this contributes to straight-line stability, while the overall chassis geometry provides agile handling and cornering performance. A priority of the geometry is to provide a comfortable riding position that effectively distributes weight to the front and rear. The new engine benefits the geometry with its compact front-rear dimensions, allowing the positioning of the rider's hip to point well-forward. This in turn enables the rider to shift their weight toward the front and more easily control the GSX-8S when negotiating tight corners.

Strong Stopping Power

Radially-mounted front brake calipers biting 310mm discs provide strong stopping power and predictable braking performance. The rear brake uses a 240mm disc and a single-piston pin-slide caliper.

A Plush Ride and Stable Damping

KYB inverted front forks with a 130mm stroke deliver a plush ride and feature stable damping characteristics that makes them suitable for a wide range of riding styles. The dedicated link-type mono-shock KYB rear suspension is set up to contribute to straight-line stability and agility, even when carrying a passenger.

Full specification at back of brochure.

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TCS



Ride by Wire



SCAS



LOW RPM ASSIST



EASY START



ABS



Bi-directional Quick Shift System



Cross Balancer



S-DMS





Models shown with optional accessories

Bi-Directional Quick Shift System

The Bi-directional Quick Shift System allows riders to shift up without closing the throttle or downshift without blipping it, so removes the need to operate the clutch lever once the bike is in gear and moving.

The system automatically interrupts power delivery when accelerating and maintaining steady speed just long enough to unload the transmission gear dogs, thereby producing a smoother ride and uninterrupted acceleration when the rider shifts 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 without manually blipping the throttle or using the clutch

Suzuki Drive Mode Selector (SDMS)

SDMS leverages the electronic throttle control system to offer a choice between three modes that deliver different power characteristics to match the riding conditions or preferred riding style. The settings for each mode were thoroughly tested to maximise the GSX-8S's performance in various scenarios.

Mode A (Active) provides the sharpest throttle response as the throttle is opened. Settings for torque characteristics are tuned to deliver exciting acceleration and fully-leverage the engine's power. It is well suited for enjoying sporty rides in good weather.

Mode B (Basic) reaches the same level of maximum output, but features a more linear curve with softer throttle response. Planned as an ideal setting for touring or commuting, this mode is a good fit for a wide range of riding styles and road conditions.

Mode C (Comfort) provides the softest throttle response and more gentle torque characteristics. This is particularly beneficial when touring for long distances, when riding with a passenger, when riding on wet or otherwise slippery surfaces, when road conditions are bad, or even when the rider wants to relax.

Suzuki Traction Control Selector (STCS)¹

STCS¹ for the GSX-8S enables the rider to better control the bike in diverse and varying conditions, such as riding in inclement weather. It instils greater confidence regardless of the rider's level of experience. The rider can select from three modes or turn the system off. The higher the number of the mode selected, the faster the control takes effect and the more proactive the system is in limiting wheel spin.



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GSX-8S

Colours



Glass Sparkle Black /
Pearl Cosmaic Blue (CLB)



Metallic Matt Black No.2 (4UX)



Metallic Matt Black No.2 /
Metallic Matt Sword Silver (CL9)

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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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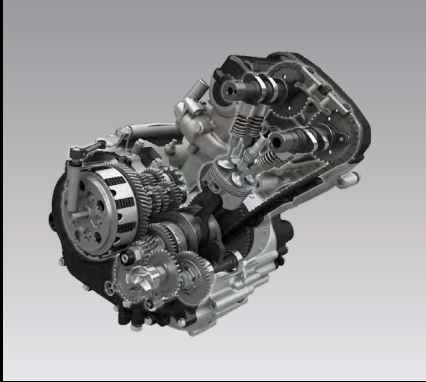
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Advanced GSX-S Engine

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



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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 / Metallic Triton Blue (BQJ)



Titan Black (YVU)



Stronger Red / Titan Black (GTA)

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Make your Suzuki Unique



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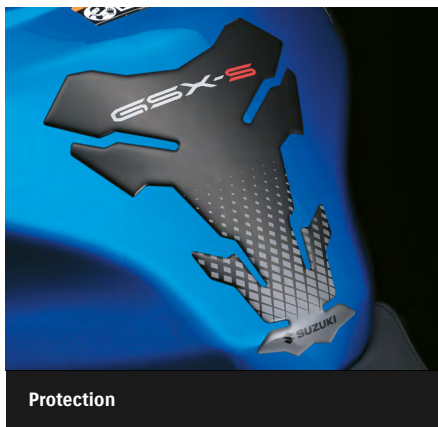
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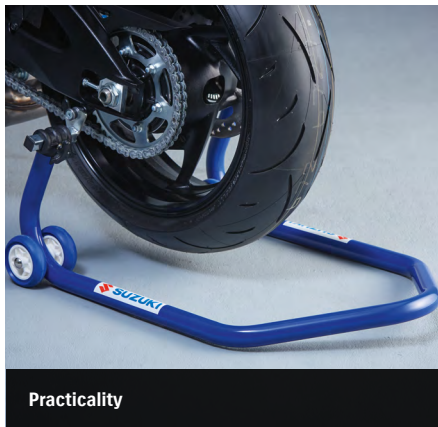
Carbon Fibre



Protection



Styling



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.

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.

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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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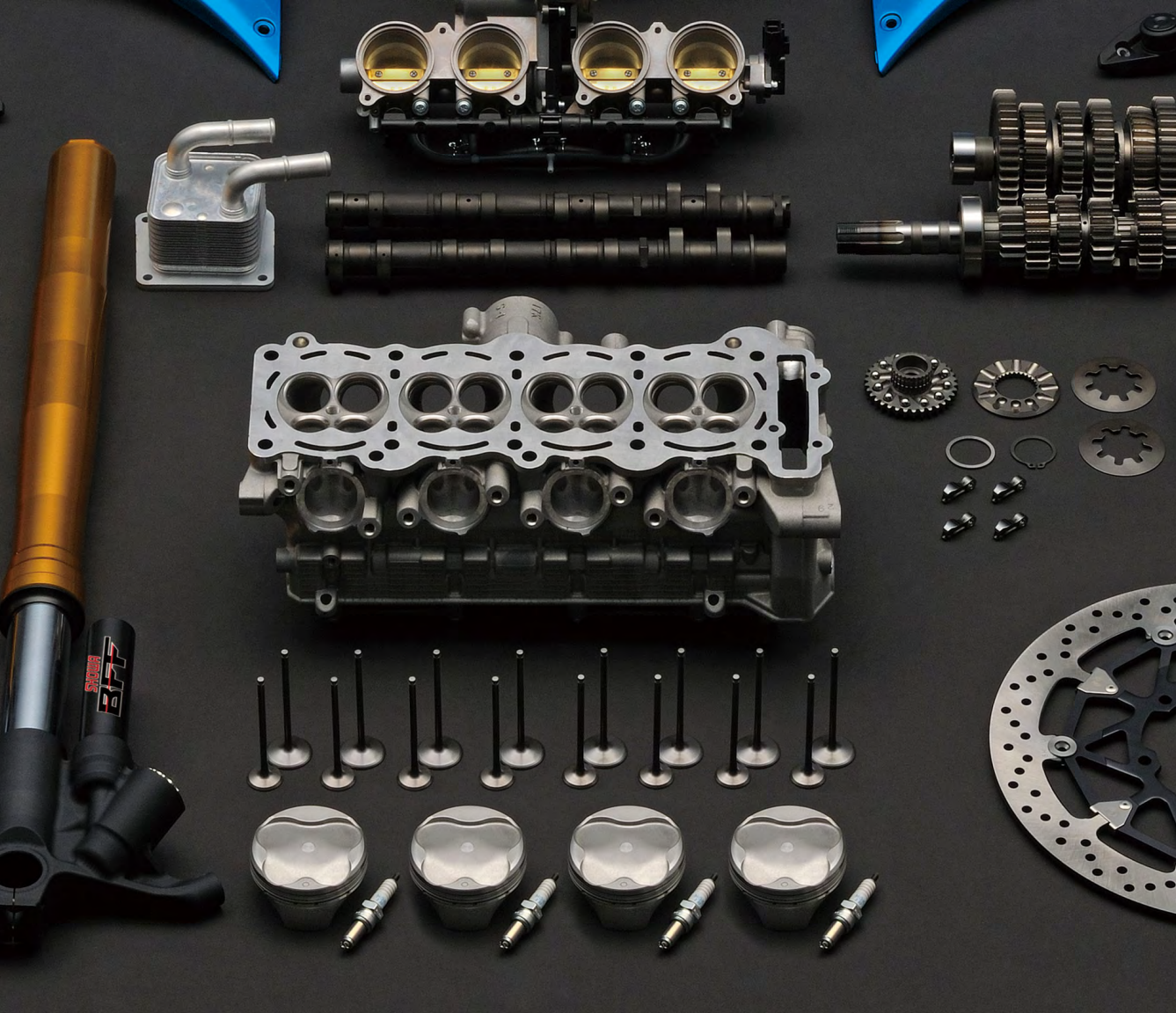
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Genuine Parts

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.

Visit bikes.suzuki.co.uk/shop to find out more.



WE'VE GOT YOU COVERED

Every Suzuki comes with the same quality assurance. To keep it that way, after your 3-year standard warranty ends, every time you have a qualifying service with us, we'll give you a new Service Activated Warranty that covers you through to your next service – until your bike is 10-years old or you reach 70,000 miles (which ever comes first).

To find out more, visit:

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Model	KATANA	GSX-S1000	GSX-S950	GSX-8S
				
Engine type	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 4-cylinder, liquid-cooled, DOHC	4-stroke, 2-cylinder, liquid-cooled, DOHC
Engine displacement	999cc (61.0cu. in)	999cc (61.0cu. in)	999cc (61.0cu. in)	776cc (47.4cu. in.)
Transmission	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh	6-speed constant mesh
Power	112kW @ 11,000rpm (152PS)	112kW @ 11,000rpm (152PS)	70kW @ 7,800rpm (95PS)	61kW @ 8,500RPM (82.9PS)
Torque	106.0Nm @ 9,250rpm (78.18lb. ft)†	106.0Nm @ 9,250rpm (78.18lb. ft)†	92Nm @ 6,500rpm (67.86lb. ft)†	78Nm @ 6,800rpm (60.2lb. ft)†
Traction control	5 Selectable modes and off	5 Selectable modes and off	3 Selectable modes and off	3 Selectable modes and off
Fuel consumption	46.31MPG (16.39km/L)*	46.31MPG (16.39km/L)*	46.31MPG (16.39km/L)*	67.23MPG (23.80km/L)*
CO ₂	143g/km	143g/km	143g/km	99g/km
Seat height	825mm (32.5in)	810mm (31.9in)	810 mm (31.9in)	810mm (31.9in)
Kerb mass	215kg (474lbs)	214kg (472lbs)	214kg (472lbs)	202kg (445lbs)
Suspension front	Up-side-down, adjustable, coil spring, oil damped	Up-side-down, adjustable, coil spring, oil damped	Inverted 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	Link type, coil spring, oil damped
Brakes front	Disc, twin	Disc, twin	Disc, twin	Disc, twin
Brakes rear	Disc	Disc	Disc	Disc
Tyres front	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W), tubeless	120/70ZR17M/C (58W) tubeless
Tyres rear	190/50ZR17M/C (73W), tubeless	190/50ZR17M/C (73W), tubeless	190/50ZR17M/C (73W), tubeless	180/55ZR17M/C (73W) tubeless
Ground clearance	140mm (5.5in)	140mm (5.5in)	140mm (5.5in)	145mm (5.7in.)
Fuel tank capacity	12.0L (2.6Imp gal)	19.0L (4.2Imp gal)	19.0L (4.2Imp gal)	14.0L (3.1Imp 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 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	GSX-S125
	
Engine type	4-stroke, 1-cylinder, liquid-cooled, DOHC
Engine displacement	124cc (7.6cu. in)
Transmission	6-speed constant mesh
Power	11.0 kW @ 10,500rpm (15PS)
Torque	11.00Nm @ 8,500rpm (8.12lb.ft)
Traction control	n/a
Fuel consumption	117.70MPG (41.67km/L)*
C0 ₂	55g/km
Seat height	785mm (30.9in)
Kerb mass	135kg (297.62lbs)
Suspension front	Telescopic, coil spring, oil damped
Suspension rear	Link type, coil spring, oil damped
Brakes front	Disc (Petal)
Brakes rear	Disc (Petal)
Tyres front	90/80-17M/C, tubeless
Tyres rear	130/70-17M/C, tubeless
Ground clearance	165mm (6.5in)
Fuel tank capacity	11.0L (2.4Imp gal)

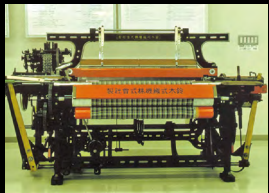
2 ABS is not designed to shorten the braking distance. Please always ride at a safe speed for road and weather conditions, including while cornering. On the Hayabusa, V-Strom 1050DE and V-Strom 1050 brake pressure is optimised while cornering.

** All new Suzuki On-Road motorcycles officially imported into the United Kingdom by Suzuki GB PLC and first registered in the UK between 01/01/2025 and 31/12/2025 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.



2023 Suzuki releases GSX-8S model.

History progressed with customers worldwide.

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- Always wear a helmet, eye protection and protective clothing.

• Read your Owner's Manual carefully.
- Enjoy riding safely.

• Never ride under the influence of alcohol or other drugs.

All details correct at time of publication November 2025
Suzuki GB PLC, Steinbeck Crescent, Snelshall West, Milton Keynes MK4 4AE

To find your nearest Dealer visit
bikes.suzuki.co.uk

