



PRODUCT BROCHURES

2025

Product Spec Book



V-Strom 650

V-STROM 650



OVERVIEW

Renowned for versatility, reliability, and value, Suzuki's V-Strom 650 models attract riders who use their motorcycles for touring, commuting, or a fun ride when the spirit moves them. These are touchstone motorcycles balanced with a natural riding position, comfortable seat, and a flexible, distinctive V-twin engine character that produces stress-free riding during daily use or a high-mile adventure.

Continuing the V-Strom family tradition of being a fun and logical motorcycle to buy and ride, the 650's narrow engine delivers stellar performance and great fuel economy while complying with worldwide emission standards. Low weight and a trim chassis create a V-Strom that is versatile, eminently rideable, and financially accessible. The 2025 V-Strom 650 is an adventure bike greater than the sum of its parts, offering versatility and reliability like no other motorcycle in its class, bringing a healthy dose of fun when you take it down any type of road.



Glass Sparkle Black

2025

2025

KEY FEATURES

- Liquid-cooled, 645cc, V-twin engine delivers a strong rush of high-rpm power that benefits any riding mission. The engine's 90-degree crankshaft and ignition timing provide perfect primary balance for superb traction at all speeds while delivering a pleasant, rumbling exhaust note.
- The six-speed transmission suits sporty rides with tight first through fifth gear ratios and a tall top gear (sixth gear) for enjoyable highway cruising. The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and a consistent release point.
- The strong and lightweight aluminum twin-spar frame and sub-frame have integrated mount points for optional accessory Suzuki V-Strom luggage that is easy to mount or remove and keep the motorcycle trim for daily use, but ready for touring in seconds.
- Beautifully coated in Glass Sparkle Black paint, the effective fairing with vertically stacked headlights, adjustable windshield, and iconic Suzuki DR-Big styling adds true adventure style and real-world function.
- Suzuki's Advanced Traction Control System*, Easy Start System, Low RPM Assist feature, plus ABS** technology help make this great motorcycle really incredible.
- The multifunction, illumination-adjustable instrument panel brings a wealth of information to the rider in a concise manner and helps when setting rider-assist features.
- Suzuki Genuine Accessories include side and top cases, engine guards, low- and high- profile seats, heated grips, hand guards, and more. The V-Strom has a 12-month limited warranty and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- Using SV650 engineering, the V-Strom 650's DOHC, liquid-cooled engine is tuned to deliver clean, strong power at any rpm.
- The engine's 90-degree crankshaft and ignition timing provide perfect primary balance for superb traction at all speeds while delivering a pleasant, rumbling exhaust note.
- Low-friction resin-coated pistons and SCEM-coated cylinders help deliver improved mileage for class-leading touring range.
- Unique engine cover hardware and select fasteners are designed to permit the use of Torx® or conventional hex-style tools.
- The fuel-injection system employs Suzuki's innovative SDTV (Suzuki Dual Throttle Valve) on 39mm throttle bodies. The secondary throttle valves are controlled by a servo motor for smooth power delivery.
- Ten-hole, long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency while reducing fuel consumption.
- Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) stabilizes the engine idle speed and helps lower emissions. The system is compact and lightweight.
- The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the updated intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- The engine has dual spark technology cylinder heads with two high-energy, slim electrode spark plugs per cylinder, aiding combustion efficiency and power production.
- The sleek 2-into-1 exhaust system routes below the chassis, reducing weight, centralizing mass, and providing space for a narrow tail section (and optional luggage).
- The exhaust system has twin catalyzers and employs O2 feedback to the EFI system helping produce optimum combustion efficiency and reducing emissions to an incredibly low level.
- The compact radiator is flanked by wind-directing plates enhancing cooling efficiency and helping direct heat out of the side vents away from the rider's legs.

DRIVELINE

- The six-speed transmission suits sporty rides with tight first through fifth gear ratios and a tall top gear (sixth gear) for highway cruising.
- The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and a consistent release point.
- A low-maintenance, long-life sealed O-ring drive chain is standard.

CHASSIS

- A lightweight, rigid twin-spar aluminum frame and swingarm contribute to smooth handling performance and help provide excellent stability.
- Spring-preload-adjustable 43mm front forks and link-type rear suspension are combined with a rebound damping adjustment and an accessible hand-operated spring preload adjuster.
- Light, ten-spoke cast wheels are shod with Adventure-spec Bridgestone® Battlax 19-inch front and 17-inch rear tubeless radial tires for all-around good performance.
- Dual front 310mm disc brakes and a rear 260mm disc brake with a compact Anti-lock Brake System (ABS)** monitor wheel speed helping match braking to available traction.

BODY

- The beak-style fairing, with vertically stacked headlights and a stronger internal structure, helps the V-Strom 650 cut through the wind, protecting the rider in style.
- The three-way height-adjustable windscreen is wind tunnel-tested to reduce wind sounds, buffeting, and rider fatigue.
- The spacious two-up seat combines smooth and slip-resistant surfaces, plus an embossed V-Strom logo.
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
- The fuel tank has a generous 5.3-gallon capacity and its thinner shape at the rear flows into the slimmer seat, helping the rider's feet touch the ground at stops.
- The fuel tank's internal construction and fuel cap are both updated so the gasoline capacity is the same for both the 49-state and California versions.

RIDER AIDS

- The V-Strom 650 is equipped with Suzuki's Advanced Traction Control System*, which lets the rider control the throttle with more confidence in various riding conditions. It continuously monitors front and rear wheel speeds, throttle opening, engine speed, and the selected transmission gear to adjust engine output if wheel spin is detected.
- There are three traction control modes (1, 2, and OFF), and the difference between the modes is their sensitivity to road conditions. Mode 1 is the lowest sensitivity level, most suitable for skilled riders or in conditions with good road surface grip (riding on good, smooth roads). Mode 2 is the highest sensitivity level, suitable for road conditions where the grip may be limited (wet or cold surfaces). OFF disengages all traction control features.
- Suzuki's Low RPM Assist feature seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery. It also helps reduce the possibility of the rider stalling the motorcycle.
- This V-Strom also features the Suzuki Easy Start System, which lets the rider start the motorcycle with a momentary press of the start button without pulling in the clutch lever when the transmission is in neutral.

ELECTRICAL

- The multifunction instrument panel features brightness-adjustable LED backlighting for its large-diameter analog tachometer, digital speedometer, and LCD data display.
- LCD readouts include an odometer, dual tripmeter, traction control modes, gear position, coolant and ambient air temperature, fuel consumption, fuel gauge, and a clock. Switching between readings can be done with the left handlebar switch.
- LED indicators include an ABS alert and a freeze warning icon, which together with the air temperature display warn of possible icy road conditions.
- A strong three-phase charging system supplies the 10Ah maintenance-free battery for easy starting and additional accessory power. A dedicated accessory fuse is located under the seat.
- The stacked, 65/55-watt halogen headlamps illuminate the road when a ride stretches into night.
- The LED tail and brake light are bright and vibration resistant. The turn signals use bright amber incandescent bulbs with clear lenses.
- A handy 12-volt DC accessory outlet is mounted on the inner dash.



ADDITIONAL

- Suzuki Genuine Accessories include side and top cases, engine guards, low- and high- profile seats, heated grips, hand guards, and more.
 - Riders can order key cylinders for the Suzuki Genuine Accessory plastic side or top cases, so the luggage and the V-Strom 650 have one-key operation.
 - The Suzuki accessory aluminum side cases and top cases have a sturdy lock and latch system using a different style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-Strom 650.

- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-Strom 650

SPECIFICATIONS

ENGINE

Engine:	645cc, 4-stroke, liquid-cooled, DOHC 90°, V-twin
Bore x Stroke:	81.0 mm x 62.6 mm (3.2 in. x 2.5 in.)
Compression Ratio:	11.2:1
Fuel System:	Fuel injection, SDTV-equipped
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK525SMQZ8, 118 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Tokico®, 2-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin®, 1-piston, single disc, ABS-equipped
Tire, Front:	110/80R19 M/C (59V), tubeless
Tire, Rear:	150/70R17 M/C (69V), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK® MR8E-9
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2275 mm (89.6 in.)
Overall Width:	835 mm (32.9 in.)
Overall Height:	1405 mm (55.3 in.)
Wheelbase:	1560 mm (61.4 in.)
Ground Clearance:	170 mm (6.7 in.)
Seat Height:	835 mm (32.9 in.)
Curb Weight:	213 kg (470 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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V-Strom 650XT
Adventure

V-STROM 650XT ADVENTURE



**not all accessories shown*

OVERVIEW

Continuing the V-Strom family tradition of being a fun and logical motorcycle to buy and ride, the 2025 V-Strom 650XT Adventure rides upon tubeless spoke-style gold anodized wheels ready for exploration on any road. The XT Adventure is ready for travel with standard equipment 37L quick-release aluminum side cases, a rugged accessory bar, a handlebar cross-brace, and mirror extensions.

Each V-Strom has a natural riding position, a comfortable seat, a lightweight and trim chassis, plus a flexible, distinctive V-twin engine character producing stress-free riding during daily use or on a high-mile adventure. Like no other motorcycle in its class, the 2025 V-Strom 650XT Adventure is a financially accessible travel-ready adventure bike that brings a healthy dose of fun when you take it down any type of road.



Glass Sparkle Black

2025

2025

KEY FEATURES

- Liquid-cooled, 645cc, V-twin engine delivers a strong rush of high-rpm power that benefits any riding mission. The engine's 90-degree crankshaft and ignition timing provide perfect primary balance for superb traction at all speeds while delivering a pleasant, rumbling exhaust note.
- The six-speed transmission suits sporty rides with tight first through fifth gear ratios and a tall top gear (sixth gear) for enjoyable highway cruising. The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and consistent release point.
- Strong and lightweight aluminum twin-spar frame and sub-frame have sturdy mount points for the standard quick-release 37L side cases that are adventure-ready.
- Sporting the popular Glass Sparkle Black paint scheme, the V-Strom 650XT Adventure rolls on gold-anodized aluminum rims on tubeless, spoke-style wheels along with standard aluminum side cases that are quick and easy to mount or remove.
- Suzuki's Advanced Traction Control System*, Easy Start System, Low RPM Assist feature, plus ABS** technology help make this great motorcycle really incredible.
- The multifunction, illumination-adjustable instrument panel brings a wealth of information to the rider in a concise manner and helps when setting rider-assist features.
- Suzuki Genuine Accessories include a matching top case, low- and high-profile seats, heated grips, and more. The V-Strom 650XT Adventure has a 12-month limited warranty and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- Using SV650 engineering, the V-Strom 650XT Adventure's DOHC, liquid-cooled engine is tuned to deliver clean, strong power at any rpm.
- The engine's 90-degree crankshaft and ignition timing provide perfect primary balance for superb traction at all speeds while delivering a pleasant, rumbling exhaust note.
- Low-friction resin-coated pistons and SCEM-coated cylinders help deliver improved mileage for class-leading touring range.
- Unique engine cover hardware and select fasteners are designed to permit the use of Torx® or conventional hex-style tools.
- The fuel-injection system employs Suzuki's innovative SDTV (Suzuki Dual Throttle Valve) on 39mm throttle bodies. The secondary throttle valves are controlled by a servo motor for smooth power delivery.
- Ten-hole, long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency while reducing fuel consumption.
- Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) stabilizes the engine idle speed and helps lower emissions. The system is compact and lightweight.
- The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the updated intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- The engine has dual-spark technology cylinder heads with two high-energy, slim electrode spark plugs per cylinder, aiding combustion efficiency and power production.
- The sleek 2-into-1 exhaust system routes below the chassis, reducing weight, centralizing mass, and providing space for a narrow tail section (and optional luggage).
- The exhaust system uses twin catalyzers and employs O2 feedback to the EFI system to produce optimum combustion efficiency and reduce emissions to an incredibly low level.
- The compact radiator is flanked by wind-directing plates that enhance cooling efficiency and direct heat out of the side vents away from the rider's legs.

DRIVELINE

- The six-speed transmission suits sporty rides with tight first through fifth gear ratios and a tall top gear (sixth gear) for highway cruising.
- The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and a consistent release point.
- A low-maintenance, long-life, sealed O-ring drive chain is standard.

CHASSIS

- The lightweight, rigid twin-spar aluminum frame and swingarm contribute to smooth handling performance and help provide excellent stability.
- Spring preload-adjustable 43mm front forks and link-type rear suspension are combined with a rebound damping adjustment and an accessible, hand-operated spring preload adjuster.
- Spoke-style wheels, with gold-anodized aluminum rims laced with stainless steel spokes, absorb shock from irregular road surfaces well and accept tubeless tires.
- Adventure-spec Bridgestone® Battlax 19-inch front and 17-inch rear tubeless radial tires are mounted to the spoke-style wheels for all-around reliable performance.
- Dual front 310mm disc brakes and a rear 260mm disc brake with a compact Anti-lock Brake System (ABS)** monitor wheel speed, helping match braking to available traction.
- The V-Strom 650XT Adventure is ready to carry the gear you need as it is equipped with Suzuki's ADV-style, 37-liter aluminum side cases that attach to powder-coated, stainless-steel carriers. Fashioned out of 1.5mm thick aluminum plating with super-strong, no-pierce rivet technology, these Suzuki side cases offer several features, including hinged lids that stay in place when open, internal, and external tie-down points, plus keyed stainless-steel latches, and quick-release hardware. Built to be waterproof with rubber-sealing lids, these side cases have powder-coated interiors that avoid aluminum stains on cargo.
- Other Adventure features include a handlebar cross-brace that is an excellent foundation to mount accessories like a GPS, plus mirror extensions so a rider sees less of themselves, and more of what is behind the motorcycle.
- The V-Strom 650XT Adventure also comes with a rugged accessory bar, hand guards, and a protective lower engine cowl.

BODY

- The beak-style fairing, with vertically stacked headlights and a stronger internal structure, helps the V-Strom 650XT Adventure cut through the wind, protecting the rider in style.
- The three-way height-adjustable windscreen was wind tunnel-tested to reduce wind sounds, buffeting, and rider fatigue.
- The spacious two-up seat combines smooth and slip-resistant surfaces, plus an embossed V-Strom logo.
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
- The fuel tank has a generous 5.3-gallon capacity but is shaped to be thin at the rear to flow into the slimmer seat, helping the rider's feet touch the ground at stops.
- The fuel tank's internal construction and cap are both updated so the gasoline capacity is the same for both the 49-state and California versions.

RIDER AIDS

- The V-Strom 650XT Adventure is equipped with Suzuki's Advanced Traction Control System*, which lets the rider control the throttle with more confidence in various riding conditions. It continuously monitors front and rear wheel speeds, throttle opening, engine speed, and the selected transmission gear to adjust engine output if wheel spin is detected.
- There are three traction control modes (1, 2, and OFF), and the difference between the modes is their sensitivity to road conditions. Mode 1 is the lowest sensitivity level, most suitable for skilled riders or in conditions with good road surface grip (riding on good, smooth roads). Mode 2 is the highest sensitivity level, suitable for road conditions where the grip may be limited (wet or cold surfaces). OFF disengages all traction control features.
- Suzuki's Low RPM Assist feature seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery. It also helps reduce the possibility of the rider stalling the motorcycle.
- This V-Strom also features the Suzuki Easy Start System, which lets the rider start the motorcycle with a momentary press of the start button without pulling in the clutch lever when the transmission is in neutral.

ELECTRICAL

- The V-Strom 650XT Adventure's multifunction instrument panel features brightness-adjustable LED backlighting for its large-diameter analog tachometer, digital speedometer, and LCD data display.
- LCD readouts include an odometer, dual tripmeter, traction control modes, gear position, coolant and ambient air temperature, fuel consumption, fuel gauge, and a clock. Switching between readings can be done with the left handlebar switch.
- LED indicators include an ABS alert and a freeze warning icon, which together with the air temperature display warn of possible icy road conditions.
- A strong three-phase charging system supplies the 10Ah maintenance-free battery for easy starting and additional accessory power. A dedicated accessory fuse is located under the seat.
- The stacked, 65/55-watt halogen headlamps illuminate the road when a ride stretches into night.
- The LED tail and brake light are bright and vibration resistant. The turn signals use bright amber incandescent bulbs with clear lenses.
- A handy 12-volt DC accessory outlet is mounted on the inner dash.



ADDITIONAL

- Suzuki Genuine Accessories for the V-Strom 650XT Adventure include a matching top case, center-stand, auxiliary lights, low- and high-profile seats, heated grips, high-grip footrests, fuel-cap mount tank bags, and more.
 - The aluminum side cases fitted to the V-Strom 650XT Adventure, and the matching accessory top case from Suzuki Genuine Accessories, use a sturdy lock and latch system with a unique style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-Strom 650XT Adventure.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

* The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

V-Strom 650XT Adventure

SPECIFICATIONS

ENGINE

Engine:	645cc, 4-stroke, liquid-cooled, DOHC 90°, V-twin
Bore x Stroke:	81.0 mm x 62.6 mm (3.2 in. x 2.5 in.)
Compression Ratio:	11.2:1
Fuel System:	Fuel injection, SDTV-equipped
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK525SMQZ8, 118 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Tokico®, 2-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin®, 1-piston, single disc, ABS-equipped
Tire, Front:	110/80R19 M/C (59V), tubeless
Tire, Rear:	150/70R17 M/C (69V), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK® MR8E-9
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2275 mm (89.6 in.)
Overall Width:	910 mm (35.8 in.) No accessories installed 940 mm (37.0 in.) Approximate width with Adventure accessories installed
Overall Height:	1405 mm (55.3 in.)
Wheelbase:	1560 mm (61.4 in.)
Ground Clearance:	170 mm (6.7 in.)
Seat Height:	835 mm (32.9 in.)
Curb Weight:	216 kg (476 lb.) No accessories installed 239 kg (528 lb.) Approximate weight with Adventure accessories installed

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take an MSF skills course. For the street course nearest you, call 1-800-446-9227. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 V-Strom 650XT Adventure limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it is easy to afford and equip the machine that is perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks.

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V-Strom 650XT

V-STROM 650XT



OVERVIEW

Continuing the V-Strom family tradition of being a fun and logical motorcycle to buy and ride, the 2025 V-Strom 650XT pairs the looks of Suzuki's iconic DR-BIG rally bike with the tubeless spoke-style blue anodized wheels offering real adventure function. Renowned for versatility, reliability, and value, Suzuki's V-Strom models attract riders who use their motorcycles for touring, commuting, or a fun ride when the spirit moves them.

Each V-Strom has a natural riding position, a comfortable seat, a lightweight and trim chassis, plus a flexible, distinctive V-twin engine character producing stress-free riding during daily use or on a high-mile adventure. Like no other motorcycle in its class, the 2025 V-Strom 650XT is a financially accessible adventure bike that brings a healthy dose of fun when you ride it down any road.



Pearl Vigor Blue /
Pearl Brilliant White

2025

2025

KEY FEATURES

- Liquid-cooled, 645cc, V-twin engine delivers strong rush of high-rpm power that benefits any riding mission. The engine's 90-degree crankshaft and ignition timing provide perfect primary balance for superb traction at all speeds while delivering a pleasant, rumbling exhaust note.
- The six-speed transmission suits sporty rides with tight first through fifth gear ratios and a tall top gear (sixth gear) for enjoyable highway cruising. The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and consistent release point.
- The strong and lightweight aluminum twin-spar frame and sub-frame have integrated mount points for optional accessory Suzuki V-Strom luggage that is easy to mount or remove and keep the motorcycle trim for daily use, but ready for touring in seconds.
- Beautifully finished in a Pearl Vigor Blue / Pearl Brilliant White paint scheme, the V-Strom 650XT rolls on blue-anodized aluminum rims on spoke-style wheels with tubeless radial dual-sport tires, hand guards, and a protective lower engine cowl.
- Suzuki's Advanced Traction Control System*, Easy Start System, Low RPM Assist feature, plus ABS** technology make a great motorcycle really incredible.
- The multifunction, illumination-adjustable instrument panel brings a wealth of information to the rider in a concise manner and helps when setting rider-assist features.
- Suzuki Genuine Accessories include side and top cases, engine guards, low- and high- profile seats, heated grips, and more. The V-Strom 650XT has a 12-month limited warranty, and longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- Using SV650 engineering, the V-Strom 650XT's DOHC, liquid-cooled engine has been tuned to deliver clean, strong power at any rpm.
- The engine's 90-degree crankshaft and ignition timing provide perfect primary balance for superb traction at all speeds while delivering a pleasant, rumbling exhaust note.
- Low-friction resin-coated pistons and SCEM-coated cylinders help deliver improved mileage for class-leading touring range.
- Unique engine cover hardware and select fasteners are designed to permit the use of Torx® or conventional hex-style tools.
- The fuel-injection system employs Suzuki's innovative SDTV (Suzuki Dual Throttle Valve) on 39mm throttle bodies. The secondary throttle valves are controlled by a servo motor for smooth power delivery.
- Ten-hole, long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency while reducing fuel consumption.
- Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) stabilizes the engine idle speed and helps lower emissions. The system is compact and lightweight.
- The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the updated intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- The engine has dual spark technology cylinder heads with two high-energy, slim electrode spark plugs per cylinder, aiding in combustion efficiency and power production.
- The sleek 2-into-1 exhaust system routes below the chassis reducing weight, centralizing mass, and providing space for a narrow tail section (and optional luggage).
- The exhaust system uses twin catalyzers and employs O2 feedback to the EFI system helping produce optimum combustion efficiency and reducing emissions to an incredibly low level.
- The compact radiator is flanked by wind-directing plates to enhance cooling efficiency and direct heat out of the side vents away from the rider's legs.

DRIVELINE

- The six-speed transmission suits sporty rides with tight first through fifth gear ratios and a tall top gear (sixth gear) for highway cruising.
- The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and a consistent release point.
- A low-maintenance, long-life sealed O-ring drive chain is standard.

CHASSIS

- A lightweight, rigid twin-spar aluminum frame and swingarm contribute to smooth handling performance and excellent stability.
- Spring-preload-adjustable 43mm front forks and link-type rear suspension are combined with a rebound damping adjustment and an accessible, hand-operated spring preload adjuster.
- Spoke-style wheels, with blue-anodized aluminum rims laced with stainless steel spokes, absorb shock from irregular road surfaces well and accept tubeless tires.
- Adventure-spec Bridgestone® Battlax 19-inch front and 17-inch rear tubeless radial tires are mounted to the spoke-style wheels for all-around reliable performance.
- Dual front 310mm disc brakes and a rear 260mm disc brake with a compact Anti-lock Brake System (ABS)** monitor wheel speed helping match braking to available traction.
- The V-Strom 650XT comes with hand guards and a protective lower engine cowl.

BODY

- The beak-style fairing, with vertically stacked headlights and a stronger internal structure, helps the V-Strom 650XT cut through the wind, protecting the rider in style.
- The three-way height-adjustable windscreen is wind tunnel-tested to reduce wind sounds, buffeting, and rider fatigue.
- The spacious two-up seat combines smooth and slip-resistant surfaces, plus an embossed V-Strom logo.
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
- The fuel tank has a generous 5.3-gallon capacity and is shaped to be thin at the rear to flow into the slimmer seat, aiding the rider's feet in touching the ground at stops.
- The fuel tank's internal construction and cap are both updated so the gasoline capacity is the same for both the 49-state and California versions.

RIDER AIDS

- The V-Strom 650XT is equipped with Suzuki's Advanced Traction Control System*, which lets the rider control the throttle with more confidence in various riding conditions. It continuously monitors front and rear wheel speeds, throttle opening, engine speed, and the selected transmission gear to adjust engine output if wheel spin is detected.
- There are three traction control modes (1, 2, and OFF), and the difference between the modes is their sensitivity to road conditions. Mode 1 is the lowest sensitivity level, most suitable for skilled riders or in conditions with good road surface grip (riding on good, smooth roads). Mode 2 is the highest sensitivity level, suitable for road conditions where the grip may be limited (wet or cold surfaces). OFF disengages all traction control features.
- Suzuki's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery. It also helps reduce the possibility of the rider stalling the motorcycle.
- The V-Strom 650XT also features the Suzuki Easy Start System, which lets the rider start the motorcycle with a momentary press of the start button without pulling in the clutch lever when the transmission is in neutral.

ELECTRICAL

- The V-Strom 650XT's multifunction instrument panel features brightness-adjustable LED backlighting for its large-diameter analog tachometer, digital speedometer, and LCD data display.
- LCD readouts include an odometer, dual tripmeter, traction control modes, gear position, coolant and ambient air temperature, fuel consumption, fuel gauge, and a clock. Switching between readings can be done with the left handlebar switch.
- LED indicators include an ABS alert and a freeze warning icon, which together with the air temperature display warn of possible icy road conditions.
- A strong three-phase charging system supplies the 10Ah maintenance-free battery for easy starting and additional accessory power. A dedicated accessory fuse is located under the seat.
- The stacked, 65/55-watt halogen headlamps illuminate the road when a ride stretches into night.
- The LED tail and brake light are bright and vibration resistant. The turn signals use bright amber incandescent bulbs with clear lenses.
- A handy 12-volt DC accessory outlet is mounted on the inner dash.



ADDITIONAL

- Suzuki Genuine Accessories include side and top cases, engine guards, low- and high- profile seats, heated grips, hand guards, and more.
 - Genuine Suzuki Accessories offers key cylinders for V-Strom 650 plastic accessory side or top cases that can be set to match the motorcycle's ignition key so a rider can enjoy one-key operation.
 - The Suzuki accessory aluminum side and top cases have a sturdy lock and latch system using a unique style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-Strom 650XT.

- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-Strom 650XT

SPECIFICATIONS

ENGINE

Engine:	645cc, 4-stroke, liquid-cooled, DOHC 90°, V-twin
Bore x Stroke:	81.0 mm x 62.6 mm (3.2 in. x 2.5 in.)
Compression Ratio:	11.2:1
Fuel System:	Fuel injection, SDTV-equipped
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK525SMQZ8, 118 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Tokico®, 2-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin®, 1-piston, single disc, ABS-equipped
Tire, Front:	110/80R19 M/C (59V), tubeless
Tire, Rear:	150/70R17 M/C (69V), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK® MR8E-9
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2275 mm (89.6 in.)
Overall Width:	910 mm (35.8 in.)
Overall Height:	1405 mm (55.3 in.)
Wheelbase:	1560 mm (61.4 in.)
Ground Clearance:	170 mm (6.7 in.)
Seat Height:	835 mm (32.9 in.)
Curb Weight:	216 kg (476 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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V-STRUM 800

V-STRUM 800



**not all accessories shown*

OVERVIEW

The 2025 Suzuki V-STRUM 800 offers a perfect balance of comfort, capability, and versatility for adventure touring enthusiasts. Designed for a wide range of riding styles, from long-distance touring to everyday commuting, the V-STRUM 800 combines the dependable engineering V-STRUM riders expect with innovative features for enhanced performance and rider satisfaction. Powered by Suzuki's new-generation 776cc DOHC parallel-twin engine, it delivers smooth, controllable power at low speeds and an exhilarating rush at higher RPMs, all while producing a distinctive exhaust note reminiscent of its V-twin predecessors.

Built around a rugged steel backbone frame, the V-STRUM 800's nimble chassis is paired with premium SHOWA SFF-BP inverted front forks and a rear shock with a convenient hand-operated preload adjuster for quick tuning. Radially mounted NISSIN brake calipers, advanced ABS with multiple modes, and custom-engineered Dunlop ADV tires ensure superb handling on pavement and the versatility to explore some unpaved roads. With the Suzuki Intelligent Ride System (S.I.R.S.) at your fingertips via a vibrant 5-inch TFT display, the V-Strum 800 offers cutting-edge electronic controls, including selectable ride modes, traction control, and a Bi-directional Quick Shift system. The V-Strum 800 is comfortable, practical, and ready for any road.



Candy Daring Red

KEY FEATURES

- Visually stunning, the V-STRUM 800's angular bodywork retains Suzuki's distinctive Adventure "beak" and wears a bright Candy Daring Red color, topped with modern, subtle graphics.
- The compact 776cc parallel twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation.
- The V-STRUM 800's narrow and nimble chassis legacy helps the rider's legs reach the ground with ease while balancing weight and rigidity for optimal handling on all types of roads.
- Engineered for touring comfort and everyday convenience the steel frame and sub-frame, and aluminum swingarm are supported by a SHOWA SFF-BP (Separate Function Fork – Big Piston) fork and a gas-charged shock absorber with a hand-operated remote rear spring preload adjuster.
- Created exclusively for the V-STRUM 800 are Dunlop's D614 tires with a 19-inch front and a 17-inch rear that ride on cast-aluminum tubeless wheels with seven, distinctive, V-shaped spokes.
- The Suzuki Intelligent Ride System (S.I.R.S.) includes multi-mode Traction Control, rider-adjustable ABS** with two levels of sensitivity, and the convenient Easy Start and Low RPM Assist systems.
- Modern electronic rider aids include the Bi-directional Quick Shifter, Ride-by-Wire throttle, and a bright, color TFT instrument panel, plus the Mono-focus LED headlights which are vertically stacked with a position light below the effective, height-adjustable windscreen.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Panniers or Plastic Side and Top Cases, Fog Lamps, or other items so you can master each adventure.

ENGINE

- The 776cc parallel-twin DOHC engine delivers a superb balance of smooth controllable torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides similar power delivery characteristics as the 90-degree V-twins used in other V-Strom models while producing a unique and exciting exhaust note.
- The spaced nature of the engine's power pulses enhances traction and contributes to strong power output at all road speeds, to help make the V-STRUM 800 a joy to command.
- Suzuki Cross Balancer technology, patented by Suzuki, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Infinite Element Method) analysis to maximize strength and minimize weight.
- The 84mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's Suzuki Composite Electrochemical Material (SCEM) process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and helps provide a wear resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies provide an authentic response and feel to the rider's throttle operation.
- The V-STRUM 800 employs two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that maximize fuel atomization for better combustion efficiency and helps reduce fuel consumption.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the V-STRUM 800's slim and compact chassis.
- The stainless-steel 2-into-1 exhaust system uses a high flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards as a long, upswept muffler is attractive and well positioned for future accessory mounting.
- Use of long-reach iridium spark plugs helps cool the cylinder head and deliver a strong spark that helps combustion efficiency which can improve fuel economy.
- A large-capacity radiator effectively cools the V-STRUM 800's parallel twin engine. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This helps stabilize combustion and aids in reducing emissions.
- The V-STRUM 800 is also equipped with a lightweight, compact liquid-cooled oil cooler that helps reduce lubrication temperatures in the engine.

DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift system to shift without clutch operation.
- The V-STRUM 800's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth downshifts. It also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever pull light and precise.
 - The large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has a superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel twin engine and constructed with rugged steel pipe, the V-STRUM 800's backbone style frame was engineered to provide the strength needed for excellent straight-line stability and nimble handling when negotiating urban traffic or touring at highway speeds.
 - The engine is suspended and precisely fit to the frame to create a rigid chassis that also provides the compliance required for a variety of riding activities.
 - The removable steel sub-frame has a narrow seat rail width that results in a slim seat profile that helps riders maneuver the motorcycle with their legs.
 - The frame and engine package helps create rider-friendly chassis geometry with a short wheelbase and rake, low seat height, and a wide handlebar grip.
 - The engine's short length permits an ergonomic design that places the rider's hip point further forward than it would be on other Adventure motorcycles. This helps riders shift their weight forward to ride over rough terrain and when negotiating tight corners.
 - Compared to the V-STRUM 800DE, the V-STRUM 800 has a lower seat height (32.5 in.) and handlebar position that helps provide comfort on long rides.
- Matched to the V-STRUM 800's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line performance and controlled cornering.
- The V-STRUM 800's suspension's spring rate and damping force settings are tuned to maximize road performance and comfort.
- The V-STRUM 800 is equipped with the advanced SHOWA SFF-BP (Separate Function Fork – Big Piston) inverted style fork that eliminates conventional damping cartridges in both fork legs to exclusively use the right fork leg as a large damping unit. This reduces weight and stabilizes the damping force characteristics to help cornering and straight-line performance for both sport and long-distance riding.
 - The top of the left fork leg has a front spring preload adjuster so the spring preload can be tuned to match the rider's preference or the riding conditions.
 - The fork's stroke is (150 mm) and the inner tube diameter is 43mm.
- Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to stabilize operation on sporty or long rides.
 - The shock absorber has a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
 - In addition to the spring preload adjuster, the shock absorber also features adjustable rebound damping force that can be tuned to match the conditions or rider's preference.
- The V-STRUM 800 rides on 7-spoke cast aluminum wheels that feature a distinctive "V" shape on each of the spokes. For optimal performance on all types of roads, the front wheel is 19-inches in diameter with a 17-inch diameter wheel in the back.
- Engineered exclusively to the V-STRUM 800 are the Dunlop D614F 110/80R19 front and D614 150/70R17 rear tires that feature a new tread pattern and custom-engineered internal structure.
 - The exclusive tread pattern on these tubeless tires helps provide sure traction and braking, as well as smooth handling, even when riding on unpaved roads. The tread also introduces a new silica compound that aids wet weather performance.
- The brake components on the V-STRUM 800 are well-matched to the bike's suspension and cast aluminum wheels.
 - The new front brakes use a pair of strong, but lightweight four-piston NISSIN-supplied front brake calipers grasping 310mm diameter discs.
 - The front calipers are radially mounted to the cast aluminum axle holders at the bottom of each fork leg.
 - The rear brake combines a single-piston, slide-pin style NISSIN caliper with a 260mm disc, providing the rider precise braking control that aids low-speed maneuvering.
- Compact Anti-lock Brake System (ABS)** monitors wheel speed to match braking to available traction.
 - The rider can select from two levels of ABS sensitivity (see the Suzuki Intelligent Ride System (S.I.R.S.) section for more information).

Continued...

CHASSIS CONT.

- The V-STRUM 800 has a wide tapered handlebar cast in strong yet flexible aluminum that allows it to flex and absorb shock. The handlebar's wide grip position helps provide good feedback to the rider.
- The front brake lever has an adjustment knob so the rider can quickly set it to a comfortable reach. The shifter and rear brake pedal can also be adjusted (with hand tools) to the rider's preference.
- The mirrors feature a design that complements the V-STRUM 800's styling while providing an excellent view of objects behind the rider.
- The V-STRUM 800's rubber-covered aluminum footpegs are designed for comfort when touring with a good grip to the rider's boots in all conditions. To help damp vibration, the rubber-covered steel passenger footpegs are attached to cast-aluminum brackets to achieve the right balance of comfort and support.
- Designed for durability and comfort, the one-piece seat is built upon a strong, but lightweight base that helps keep seat height reasonable. The seat bottom, dense foam, and slip-resistant cover stand up to rigorous use while still providing all-day touring comfort for the rider and a passenger.
- The fuel tank has a generous 5.3-gallon (20L) capacity but is shaped to be thin at the rear to flow into the slim seat, which aids the rider in touching the ground at stops.
 - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.
- Developed through wind tunnel testing and CAE (computer-aided evaluation) analysis, the V-STRUM 800's windscreen maximizes the rider's visibility while minimizing the impact of wind pressing on the rider's abdomen, chest, and shoulders.
 - The windscreen's mount provides for 3-step height adjustment that may be set in 0.6-inch (15mm) increments (using an included hex-tool).
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
 - The cargo section of the rack was designed to make installation of a Suzuki Genuine Accessory top case simple and secure.

STYLING & BODY

- When developing the V-STRUM 800, Suzuki's design team chose to continue the heritage of the V-Strom series while presenting a thoroughly modern look in line with current trends, and blend in other features to push the motorcycle ahead of others in its category. And the total look must reflect the all-around capabilities of this extraordinary Adventure model.
- Retaining the prominent "beak" that was pioneered on Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big, the lines of the body work are sharper with flatter surfaces to create a tough yet sophisticated look. Different colored panels feature angular lines that further amplify the V-STRUM 800's modern, aggressive look.
- The body graphics are modernized and presented in a subtle manner to not detract from the motorcycle's overall appearance.
 - The "800" decals on the sides of the cowling pieces in front of the engine reflect the image of the competition numbers used on motocross and other competition motorcycles, while the "V-STRUM" logo continues the motif introduced with the V-STRUM 1050DE.
- The V-STRUM 800 has a front fender mounted close to the front tire to reduce road dust and water from being thrown up on the motorcycle. The front edge of the fender acts as a fork guard for the fork's inner tubes.
- Mindfulness extends to the engine as the clutch cover and magneto cover have a bronze-like finish that complements the V-STRUM 800's Candy Daring Red body color, while the SUZUKI name on the cover is in a contrasting color to bring attention to the modern engine.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) helps V-STROM 800 riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. This makes the V-STROM 800 more predictable, and more enjoyable on a twisty road or touring down the highway, and it adds up to a more exciting, confident, and fun riding experience.
- The S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System (STCS) and the Bi-directional Quick Shift System (QS) that supports the rider in a variety of conditions.

- The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.

• Suzuki Drive Mode Selector (S-DMS)

- **The S-DMS system** provides the rider a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
- These three modes (A, B, and C) provide the rider a quick and effortless way to alter the V-STROM 800's power delivery characteristic to match his or her riding style, or adjust to changing weather, road or trail, and other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, when enjoying a sporty run on a clean, winding road in clear weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions, and to help make the bike controllable in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode can be useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
- Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the TFT instrument panel.

• Suzuki Traction Control System (STCS)*

- Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-Strom 1000, and the four-mode system on the V-STROM 800 lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
- The Traction Control System* continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
- The rider can select one of four modes (1, 2, 3, and OFF). The three active modes differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - **Mode 3** is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin and is for poor or slippery road conditions, like wet and cold gravel surfaces.
 - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.

• Bi-directional Quick Shift System (QS)

- This system allows the V-STROM 800 rider to shift up or down quickly and easily, without operating the clutch lever.
- To help ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the V-STROM's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
- The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

• Two-mode Anti-lock Brake System (ABS)**

- Associated with S.I.R.S. is the V-STRUM 800's ABS** system which allows riders to select between two levels of anti-lock brake activation sensitivity. ABS function and modes are displayed on the multifunction instrument panel.
 - ABS mode 1 provides minimal anti-lock brake intervention.
 - ABS mode 2 provides more anti-lock brake intervention than Mode 1.
- The V-STRUM 800 is equipped with a new generation Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the units used in prior V-Strom models.

• Ride-by-Wire Electronic Throttle System

- Suzuki's electronic throttle control system is the key to the V-STRUM's faithful response to the rider's S.I.R.S. setting and throttle operation.
- Throttle grip movement and sensor input is used by the ECM which activate instantaneous throttle plate movement in the two 42mm throttle bodies.
- Mechanically uncomplicated, this electronic system provides the rider with a natural throttle feel while maximizing engine control when riding on trails or twisty roads.

• The Suzuki Easy Start System

- Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. With any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.

• Low RPM Assist System

- Low RPM Assist seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

• S.I.R.S. Supporting Technologies

- Controller Area Network (CAN bus)

- Key to the operation of the S.I.R.S., the V-STRUM 800 uses an interconnected information network instead of a conventional wiring harness.
- Because it requires fewer wires, this CAN bus wiring lets the vehicle be lighter and simpler and provides a way for the advanced to have faster data transmission with the ECM.
- The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.

- Engine Control Module (ECM)

- The 32-bit, dual-core ECM has a fast processor and specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRUM 800.

ELECTRICAL

- The V-STRUM 800's instrument panel uses a full-color, 5-inch, TFT LCD screen.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT panel, itself, features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left, center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, plus the S-DMS and ABS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational issue.
- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
 - Charging output is 375W @ 5,000 RPM.
- A USB-type accessory slot is conveniently located on the left side of the instrument panel dash. This fused slot can provide up to 5.0 VDC at a maximum current of 2.0A. The slot is ideal for powering a GPS unit or charging mobile devices.
- The handlebar switches are designed for intuitive operation (so the rider can maintain focus on the road).
 - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
 - The left handlebar switch was designed so selecting modes and making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
 - Headlight control is a flip of the finger – the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- The V-STRUM 800's fairing features a stacked pair of hexagonal headlights that employ the bright, mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead.
 - The dual LED headlights are topped by a bright LED position light that improves the visibility of the motorcycle to other traffic while emphasizing the V-STRUM's Suzuki Dakar Rally bike styling and heritage.
- The V-STRUM 800 has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-Strum models.
- The rear tail and brake light is an LED type with a clear lens that offers higher visibility, low electrical draw, and excellent durability.



ADDITIONAL

- Genuine Suzuki Accessories for the V-STROM 800 include side and top cases, engine guards, center stand, low- and high-profile seats, heated hand grips, fog lamps, and more.
 - Suzuki's rugged plastic side and top cases include locks that can be set by your Suzuki dealer to match the bike's ignition key for true, one key operation.
 - The Suzuki accessory aluminum side cases and top cases have a sturdy lock and latch system that use a unique style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-STROM 800.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-STROM 800

SPECIFICATIONS

ENGINE

Engine:	776cc, 4-stroke, liquid-cooled, DOHC parallel-twin
Bore x Stroke:	84.0 mm x 70 mm (3.3 in. x 2.8 in.)
Compression Ratio:	12.8:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Force-fed circulation, wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	O-ring style chain, D.I.D. 525

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake/Trail:	26° / 124mm (4.9 in.)
Brake, Front:	Nissin, radially mounted 4-piston calipers, dual 310mm discs, two-mode adjustable ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, two-mode adjustable ABS-equipped
Tire, Front:	110/80R19M/C (59V), tubeless type
Tire, Rear:	150/70R17 M/C (69V), tubeless type
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Long-reach Iridium type x 2
Headlight:	Mono-focus LED x 2
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2,255 mm (88.8 in.)
Overall Width:	905 mm (35.6 in.)
Overall Height:	1,355 mm (53.3 in.)
Wheelbase:	1,515 mm (59.6 in.)
Ground Clearance:	185 mm (7.3 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	223 kg (492 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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V-STR0M 800DE
Adventure

V-STR0M 800DE ADVENTURE



**not all accessories shown*

OVERVIEW

The 2025 Suzuki V-STR0M 800DE Adventure redefines mid-size Adventure motorcycles with unparalleled dirt and touring capability. Equipped for long-distance exploration, it combines the robust power of a new-generation 776cc DOHC parallel-twin engine with the highest ground clearance of any V-STR0M, thanks to its fully adjustable long-travel suspension. Spoke-style wheels, including a 21-inch front wrapped in the latest Dunlop ADV tires, enhance off-road performance, making this V-STR0M Adventure ready for any journey.

Unique to the Adventure model 800DE variant is an included aluminum skid plate, rugged accessory bars and black-anodized 37L aluminum side cases. Built on a rugged steel backbone frame, the 800DE Adventure is nimble and stable across varied terrains, with user-friendly features like remote-adjustable rear suspension and panniers for carrying essential gear. Advanced technology comes standard with the Suzuki Intelligent Ride System (S.I.R.S.), including GRAVEL Traction Control*, switchable rear ABS**, and a 5-inch TFT instrument panel for seamless control. From its Dakar Rally-inspired styling to its comfortable ergonomics and powerful engine, the V-STR0M 800DE Adventure invites you to push boundaries and embrace every adventure with confidence.



Pearl Tech White

KEY FEATURES

- Functional and distinctive, the V-STRIM 800DE Adventure's angular bodywork retains Suzuki's distinctive Adventure "beak" and Pearl Tech White body work finished with modern, subtle graphics, and rides on spoke-style wheels with blue anodized rims.
- The compact 776cc parallel twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation.
- The steel frame and sub-frame, and aluminum swingarm are supported by the longest suspension travel and highest ground clearance of any V-STRIM model, plus a 21-inch spoke-style front wheel brings true off-road capability.
- Developed for off-road and adventure-touring convenience the SHOWA-supplied inverted style fork has adjustable spring preload plus both compression and rebound damping force adjustment so the suspension may be tuned to match the rider's preference or the riding conditions.
- Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to help stabilize operation, plus a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
- The Suzuki Intelligent Ride System (S.I.R.S.) includes Traction Control with a trail-oriented GRAVEL mode plus rider-adjustable ABS** with two levels of sensitivity plus the ability to switch off the rear wheel ABS when riding off-road.
- Other modern electronic features include the Bi-directional Quick Shifter, Ride-by-Wire throttle, and a bright, color TFT instrument panel, plus the Mono-focus LED headlights which are vertically stacked with a position light below a trim, height-adjustable windscreen.
- The V-STRIM 800DE Adventure is equipped with quick-release black-anodized 37L aluminum panniers, plus a rugged accessory bar and aluminum skid pan for true off-road touring capability.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Top Case (that matches the panniers), Fog Lamps, or other items so you can master each adventure.

ENGINE

- The 776cc parallel-twin DOHC engine delivers a superb balance of smooth controllable torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides similar power delivery characteristics as the 90-degree V-twins used in other V-STRIM models, while producing a unique and exciting exhaust note.
- The spaced nature of the engine's power pulses enhances traction and contributes to strong power output at extremely low speeds, making the V-STRIM 800DE easier to ride on forest roads and trails.
- Suzuki Cross Balancer technology, patented by Suzuki and used for the first time on a production motorcycle, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Infinite Element Method) analysis to maximize strength and minimize weight.
- The 84mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's Suzuki Composite Electrochemical Material (SCEM) process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and helps provide a wear resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies provide an authentic response and feel to the rider's throttle operation.
- The V-STRIM 800DE Adventure employs two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that maximize fuel atomization for better combustion efficiency and helps reduce fuel consumption.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the V-STRIM 800DE's slim and compact chassis.
- The stainless-steel 2-into-1 exhaust system uses a high flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards as a long, upswept muffler is attractive and well positioned for future accessory mounting.
- Use of long-reach iridium spark plugs helps cool the cylinder head and deliver a strong spark that helps combustion efficiency which can improve fuel economy.
- A large capacity radiator effectively cools the V-STRIM 800DE Adventure's parallel twin. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This helps stabilize combustion and aids in reducing emissions.
- The V-STRIM 800DE Adventure is also equipped with a lightweight, compact liquid-cooled oil cooler that helps reduce lubrication temperatures for smooth and reliable engine operation.

DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift system to shift without clutch operation.
- The V-STRUM 800DE Adventure's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth downshifts. It also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has a superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel twin engine and constructed with rugged steel pipe, the V-STRUM 800DE Adventure's backbone style frame was engineered to help provide the foundational strength required for excellent straight-line performance and nimble handling when negotiating rugged trails or touring at highway speeds.
 - The engine is suspended and precisely fit to the frame to create a rigid chassis that also provides the compliance required for a variety of riding adventures.
 - The removable steel sub-frame has a narrow seat rail width that results in a slim seat profile that helps riders maneuver the motorcycle with their legs.
 - The frame and engine package helps create an off-road friendly chassis geometry with a long wheelbase and rake, tall ground clearance, and a wide handlebar grip.
 - The engine's short length permits an ergonomic design that places the rider's hip point further forward than it would be on other Adventure motorcycles. This helps riders shift their weight forward to ride over rough terrain and when negotiating tight corners. This helps riders shift their weight forward to ride over rough terrain and when negotiating tight corners.
- Matched to the V-STRUM 800DE Adventure's chassis geometry and long suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line and cornering performance.
- Developed exclusively for the V-STRUM 800DE and 800DE Adventure, the front fork and single-shock rear suspensions' spring rate and damping force settings were tuned to maximize performance and comfort when riding on all surfaces, on- or off-road.
 - With a long 8.7-inch (220mm) front fork suspension stroke and 8.7-inch (220mm) of rear wheel travel, this chassis has the most suspension travel ever available on a V-STRUM model.
 - The long travel suspension and the compact chassis net 8.7-inches (220mm) of ground clearance, the most of any V-STRUM model.
 - The side stand (and optional center stand) was designed to match the motorcycle's tall ground clearance.
 - The SHOWA-supplied inverted style fork has adjustable spring preload plus both compression and rebound damping force adjustment so the suspension may be tuned to match the rider's preference or the riding conditions.
 - The fork inner tube diameter is 43mm.
 - Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to help reduce heat during rigorous or long rides.
 - The shock absorber has a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
 - In addition to the spring preload adjuster, the shock absorber also features adjustable compression and rebound damping force that can be tuned to match the conditions or rider preference.
- The V-STRUM 800DE Adventure rides on sturdy spoke-style wheels and is equipped with a 21-inch front wheel for good performance off road. The rear 17-inch wheel accepts larger tires for good ride compliance. Both wheels feature blue-anodized aluminum rims laced with stainless steel spokes that absorb shock from irregular road surfaces well.
- The 90/90-21 front and 150/70R17 rear Dunlop TRAILMAX MIXTOUR tires feature a new semi-block tread pattern with long, straight diagonal grooves to provide traction off-road while reducing sounds when riding on paved roads.
 - The aggressive looking tread features wider, deeper grooves exclusive to the V-STRUM 800DE and 800DE Adventure that help achieve optimal balance between on-road handling and longevity, and good grip and nimble handling on un-paved trails.
 - The wheels are a strong, tube-type design to provide the tires ample support for riding on paved and un-paved surfaces.
- Suzuki selected brake components best suited to the V-STRUM 800DE Adventure's suspension and spoke-style wheels for riding on the road or out on the trail.
 - The front brakes use a pair of strong, but lightweight dual-piston NISSIN-supplied front brake calipers grasping 310mm diameter discs.
 - The front calipers are axial mounted to provide ample clearance to the front wheel's spokes while allowing for strong and light axle holders at the bottom of each fork leg.
 - The rear brake combines a single-piston, slide-pin style NISSIN caliper with a 260mm disc, providing the rider the braking feel that aids low speed maneuvering.

Continued...

CHASSIS CONT.

- Compact Anti-lock Brake System (ABS)** monitors wheel speed to match braking to available traction.
 - The rider can select from two levels of ABS sensitivity and can elect to switch off the rear wheel's ABS function for off-road use (see the Suzuki Intelligent Ride System (S.I.R.S.) section for more information).
- The V-STRUM 800DE Adventure has a wide tapered handlebar cast in strong yet flexible aluminum that allows it to flex and absorb shock when riding on unpaved surfaces. In addition, the wider grip position helps provide comfort particularly when standing on the foot pegs to negotiate rough terrain.
 - In addition to the practical purpose of helping shield the rider's hands from the elements as well as flying stones, the standard equipment hand guards signal the V-STRUM 800DE Adventure's touring capability.
- The front brake lever has an adjustment knob so the rider may quickly set it to a comfortable reach. The shifter and rear brake pedal may also be adjusted to the rider's preference.
- The mirrors feature a design that complements the V-STRUM 800DE Adventure's styling while providing an excellent view of objects behind the rider.
- Wide, steel footrests help the rider comfortably maneuver the V-STRUM 800DE Adventure on diverse types of roads. Rubber inserts damp vibration but can be removed so the rider's boots can have even more grip of the pegs.
- Designed for performance and comfort, the one-piece seat is built upon a strong, but lightweight base that helps keep seat height reasonable. The seat bottom, dense foam, and slip-resistant cover stands up to rigorous use while still providing all-day touring comfort for the rider plus a passenger.
- The fuel tank has a generous 5.3-gallon (20L) capacity but is shaped to be thin at the rear to flow into the slim seat, which aids the rider in touching the ground at stops.
 - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.
- The modest windscreen is designed to maximize the rider's visibility when riding on roads or trails. Developed through wind tunnel testing, the windscreen deflects wind blast and sounds away from the rider.
 - The windscreen's mount provides for 3-step height adjustment that may be set in 0.6-inch (15mm) increments (using an included hex-tool).
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
 - The cargo section of the rack was designed to make installation of a Suzuki Genuine Accessory top case simple and secure.
- A standard item is the mesh guard that protects the radiator from flying stones and other debris when riding on the trail.
- A strong, tubular accessory bar not only provides a sturdy mounting point for accessories like LED fog lights but helps shield the engine covers.
- The V-STRUM 800DE Adventure has a durable aluminum under cover. This thick aluminum "skid plate" provides additional engine and exhaust protection when riding over rocks and rough terrain.
- Included are Suzuki's ADV-style, 37-liter aluminum panniers that attach to powder-coated, stainless-steel carriers.
 - The pannier's have a black-anodized finish that corroborates the world-traveler appearance of the V-STRUM 800DE Adventure.
 - Fashioned out of 1.5mm thick aluminum plates with super-strong, no-pierce rivet technology, these rugged panniers offer several features, including hinged lids that stay in place when open, internal, and external tie-down points, plus keyed stainless-steel latches, and quick-release hardware.
 - Built to be water resistant with rubber-sealing lids, these panniers have powder-coated interiors that avoid transferring aluminum stains to cargo.

STYLING & BODY

- When developing the styling for the V-STRUM 800DE and 800DE Adventure, Suzuki's design team chose to continue the heritage of the V-STRUM series while presenting a thoroughly modern look in line with current trends, and blend in other features to push the motorcycle ahead of others in its category. And the total look must reflect the all-around capabilities of this Adventure model.
- Retaining the prominent "beak" that was pioneered on Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big, the lines of the body work are sharper with flatter surfaces to create a tough yet sophisticated look. Different colored panels feature angular lines that further amplify the V-STRUM 800DE Adventure's modern, aggressive look.
- The body graphics are modernized and presented in a subtle manner to not detract from the motorcycle's overall appearance.
 - The "DE" decals on the sides of the cowl pieces in front of the engine reflect the image of the competition numbers used on motocross and other competition motorcycles, while the "V-STRUM" logo continues the motif introduced with the V-STRUM 1050DE and 1050DE Adventure.
- The V-STRUM 800DE Adventure uses a three-piece front fender assembly that combines the effectiveness of a conventional V-STRUM fender with the protection of fork guards like those used on an MX bike.
 - This Suzuki-unique structure yields a stronger connection to the fork legs that can better withstand the shocks encountered when riding on unpaved surfaces.
 - An added aesthetic benefit of this front fender assembly is the fork guards are color coordinated to other body parts.
- Diligence extends to the engine as the clutch cover and magneto cover have a bronze-like finish that complements the V-STRUM 800DE Adventure's Pearl Tech White body color, while the SUZUKI name on the cover is in a contrasting color to bring attention to the new, fully modern engine.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) helps V-STRUM 800DE Adventure riders optimize performance characteristics to best suit their riding style, level of experience, and the riding conditions. This makes the V-STRUM 800DE Adventure more predictable and more enjoyable out on the trail, on a twisty road, or touring down the highway, and it adds up to a more exciting, confident, and fun riding experience.
- The S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System (STCS) and the Bi-directional Quick Shift System (QS) that supports the rider in a variety of conditions.
 - The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (S-DMS)**
 - **The S-DMS system** provides the rider a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
 - These three modes (A, B, and C) provide the rider a quick and straightforward way to alter the V-STRUM 800DE Adventure's power delivery characteristic to match his or her riding style, or adjust to changing weather, road or trail, and other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, when enjoying a sporty run on a clean, winding road in clear weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions, helping the rider enjoy the motorcycle in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the TFT instrument panel.
- **Suzuki Traction Control System (STCS)***
 - Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-STRUM 1000, and the five-mode system on the V-STRUM 800DE Adventure lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - The Traction Control System* continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
 - The rider can select one of five modes (1, 2, 3, Gravel, and OFF). The four active modes differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - **Mode 3** is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin and is for poor or slippery road conditions, like wet and cold gravel surfaces.

Continued...

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- **Gravel mode (G)** is an additional traction control setting that reduces ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces.
 - The Gravel mode is available only on the V-STROM DE models and should not be used when riding on paved roads.
- **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- **Bi-directional Quick Shift System (QS)**
 - This system allows the V-STROM 800DE Adventure rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To help ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the V-STROM's SACS-style, assist-and-slip-per clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- **Two-mode Anti-lock Brake System (ABS)****
 - Associated with S.I.R.S. is the V-STROM 800DE Adventure's ABS** system which allows riders to select between two levels of anti-lock brake activation sensitivity. ABS function and modes are displayed on the multifunction instrument panel.
 - ABS mode 1 provides minimal anti-lock brake intervention.
 - ABS mode 2 provides more anti-lock brake intervention than Mode 1.
 - Available only on the V-STROM 800DE models, the rider can switch off rear ABS for riding on gravel and other unpaved surfaces.
 - ABS activation for the front wheel cannot be switched off – it is always active.
 - The V-STROM 800DE Adventure is equipped with a new generation Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the units used in prior V-STROM models.
- **Ride-by-Wire Electronic Throttle System**
 - Suzuki's electronic throttle control system is the key to the V-STROM's faithful response to the rider's S.I.R.S. setting and throttle operation.
 - Throttle grip movement and sensor input is used by the ECM which activate instantaneous throttle plate movement in the two 42mm throttle bodies.
 - Mechanically uncomplicated, this electronic system provides the rider with a natural throttle feel while maximizing engine control when riding on trails or twisty roads.
- **The Suzuki Easy Start System**
 - Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather conditions or with any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.
- **Low RPM Assist System**
 - Low RPM Assist seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.
- **S.I.R.S. Supporting Technologies**
 - **Controller Area Network (CAN bus)**
 - Key to the operation of the S.I.R.S., the V-STROM 800DE uses an interconnected information network instead of a conventional wiring harness.
 - Because it requires fewer wires, this CAN bus wiring lets the vehicle be lighter and simpler and provides a way for the advanced components to have faster data transmission with the ECM.
 - The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.
 - **Engine Control Module (ECM)**
 - The 32-bit, dual-core ECM has a fast processor and new specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STROM 800DE Adventure.

ELECTRICAL

- The V-STRIM 800DE Adventure's instrument panel uses a full-color, 5-inch TFT screen.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT panel, itself, features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left, center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, plus the S-DMS and ABS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational issue.
- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
 - Charging output is 375W @ 5,000 RPM.
- A USB-type accessory slot is conveniently located on the left side of the instrument panel dash. This fused slot can provide up to 5.0 VDC at a maximum current of 2.0A. The slot is ideal for powering a GPS unit or charging mobile devices.
- The handlebar switches are designed for intuitive operation (so the rider can maintain focus on the trail or the road).
 - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
 - The left handlebar switch was designed so selecting modes and making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
 - Headlight control is a flip of the finger – the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- The V-STRIM 800DE Adventure's fairing features a stacked pair of hexagonal headlights that employ the bright, mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead.
 - The dual LED headlights are topped by a bright LED position light that improves the visibility of the motorcycle to other traffic while emphasizing the V-STRIM's Suzuki Dakar Rally bike styling and heritage.
- The V-STRIM 800DE Adventure has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-STRIM models.
- The rear tail and brake light is an LED type with a clear lens that offers higher visibility, low electrical draw, and excellent durability.



ADDITIONAL

- Genuine Suzuki Accessories for the V-STROM 800DE Adventure include top cases, center stand, aluminum engine and frame protectors, low- and high-profile seats, LED fog lights, heated hand grips, and more.
 - Suzuki's rugged accessory plastic side and top cases include locks that can be set by your Suzuki dealer to match the bike's ignition key for true, one-key operation.
 - The V-STROM 800DE Adventure's standard side cases and accessory aluminum top cases have a sturdy lock and latch system that use a distinctive style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-STROM 800DE Adventure.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-STROM 800DE Adventure

SPECIFICATIONS

ENGINE

Engine:	776cc, 4-stroke, liquid-cooled, DOHC parallel-twin
Bore x Stroke:	84.0 mm x 70 mm (3.3 in. x 2.8 in.)
Compression Ratio:	12.8:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Force-fed circulation, wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	O-ring style chain, D.I.D. 525 x 126L

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake/Trail:	28° / 114mm (4.5 in.)
Brake, Front:	Nissin, 2-piston calipers, dual 310mm discs, two-mode adjustable ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, two-mode adjustable ABS-equipped
Tire, Front:	90/90-21M/C (54H), tube-type
Tire, Rear:	150/70R17 M/C (69H), tube-type
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Long-reach Iridium type x 2
Headlight:	Mono-focus LED x 2
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2,345 mm (92.3 in.)
Overall Width:	975 mm (38.4 in.) Does not include dimension changes with Adventure accessories installed.
Overall Height:	1,310 mm (51.6 in.)
Wheelbase:	1,570 mm (61.8 in.)
Ground Clearance:	220 mm (8.7 in.)
Seat Height:	855 mm (33.7 in.)
Curb Weight:	230 kg (507 lb.) Does not include dimension changes with Adventure accessories installed.

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
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V-STRUM 800DE

V-STRUM 800DE



*not all accessories shown

OVERVIEW

The 2025 Suzuki V-STRUM 800DE continues to be the benchmark as the most dirt-capable V-STRUM, offering true all-terrain performance in the mid-size Adventure category. Powered by Suzuki's new-generation 776cc DOHC parallel-twin engine, this adventure bike is engineered for riders seeking a balance of versatility, off-road capability, and reliability. Its 270-degree crankshaft and exclusive Suzuki Cross Balancer deliver a smooth and torque-rich riding experience, ideal for those ready to take on paved roads—or dirt trails—on their journey.

Built on a rugged steel backbone frame, the V-STRUM 800DE boasts the highest ground clearance in the V-STRUM lineup, supported by fully adjustable long-travel suspension and spoke-style wheels, including a 21-inch front wrapped in advanced Dunlop ADV tires. The advanced Suzuki Intelligent Ride System (S.I.R.S.) provides comprehensive electronic control, including a unique GRAVEL Traction Control* mode and switchable rear ABS** for off-road riding. With its ergonomic handlebar, supportive seat, wide footpegs, and distinctive Dakar Rally-inspired beak, the V-STRUM 800DE ensures riders can conquer their next adventure in comfort and style. Whether navigating rugged trails or cruising scenic highways, this V-STRUM is built to advance your off-road skills and elevate your riding confidence.



Glass Sparkel Black



Champion Yellow No. 2

KEY FEATURES

- Visually stunning, the V-STRUM 800DE's angular bodywork retains Suzuki's distinctive Adventure "beak" and is available in popular Champion Yellow No. 2 or Glass Sparkle Black colors, topped with modern, subtle graphics.
- The compact 776cc parallel twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation.
- The steel frame and sub-frame, and aluminum swingarm are supported by the longest suspension travel and highest ground clearance of any V-STRUM model, plus a 21-inch spoke-style front wheel brings true off-road capability.
- Developed for off-road capability and everyday convenience the SHOWA-supplied inverted style fork has adjustable spring preload plus both compression and rebound damping force adjustment so the suspension may be tuned to match the rider's preference or the riding conditions.
- Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to help stabilize operation, plus a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
- The Suzuki Intelligent Ride System (S.I.R.S.) includes Traction Control with a trail-oriented GRAVEL mode plus rider-adjustable ABS** with two levels of sensitivity plus the ability to switch off the rear wheel ABS when riding off-road.
- Other modern electronic features include the Bi-directional Quick Shifter, Ride-by-Wire throttle, and a bright, color TFT instrument panel, plus the Mono-focus LED headlights which are vertically stacked with a position light below a trim, height-adjustable windscreen.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Panniers and Top Cases, Fog Lamps, or other items so you can master each adventure.

ENGINE

- The 776cc parallel-twin DOHC engine delivers a superb balance of smooth controllable torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides similar power delivery characteristics as the 90-degree V-twins used in other V-STRUM models, while producing a unique and exciting exhaust note.
- The spaced nature of the engine's power pulses enhances traction and contributes to strong power output at extremely low speeds, making the V-STRUM 800DE easier to ride on forest roads and trails.
- Suzuki Cross Balancer technology, patented by Suzuki and was used for the first time on a production motorcycle in the V-STRUM 800DE, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Infinite Element Method) analysis to maximize strength and minimize weight.
- The 84mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's Suzuki Composite Electrochemical Material (SCEM) process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and helps provide a wear resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies provide an authentic response and feel to the rider's throttle operation.
- The V-STRUM 800DE employs two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that maximize fuel atomization for better combustion efficiency and helps reduce fuel consumption.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the V-STRUM 800DE's slim and compact chassis.
- The stainless-steel 2-into-1 exhaust system uses a high flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards as a long, upswept muffler is attractive and well positioned for future accessory mounting.
- Use of long-reach iridium spark plugs helps cool the cylinder head and deliver a strong spark that helps combustion efficiency which can improve fuel economy.
- A large capacity radiator effectively cools the V-STRUM 800DE's parallel twin. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This helps stabilize combustion and aids in reducing emissions.
- The V-STRUM 800DE is also equipped with a lightweight, compact liquid-cooled oil cooler that helps reduce lubrication temperatures for smooth and reliable engine operation.

DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift system to shift without clutch operation.
- The V-STRUM 800DE's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth downshifts. It also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has a superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel twin engine and constructed with rugged steel pipe, the V-STRUM 800DE's backbone style frame was engineered to help provide the foundational strength required for excellent straight-line performance and nimble handling when negotiating rugged trails or touring at highway speeds.
 - The engine is suspended and precisely fit to the frame to create a rigid chassis that also provides the compliance required for a variety of riding adventures.
 - The removable steel sub-frame has a narrow seat rail width that results in a slim seat profile that helps riders maneuver the motorcycle with their legs.
 - The frame and engine package helps create an off-road friendly chassis geometry with a long wheelbase and rake, tall ground clearance, and a wide handlebar grip.
 - The engine's short length permits an ergonomic design that places the rider's hip point further forward than it would be on other Adventure motorcycles.
 - This helps riders shift their weight forward to ride over rough terrain and when negotiating tight corners.
- Matched to the V-STRUM 800DE's chassis geometry and long suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line and cornering performance.
- Developed exclusively for the V-STRUM 800DE, the front fork and single-shock rear suspensions' spring rate and damping force settings were tuned to maximize performance and comfort when riding on all surfaces, on- or off-road.
 - With a long 8.7-inch (220mm) front fork suspension stroke and 8.7-inch (220mm) of rear wheel travel, this chassis has the most suspension travel ever available on a V-STRUM model.
 - The long travel suspension and the compact chassis net 8.7-inches (220mm) of ground clearance, the most of any V-STRUM model.
 - The side stand (and optional center stand) was designed to match the motorcycle's tall ground clearance.
 - The SHOWA-supplied inverted style fork has adjustable spring preload plus both compression and rebound damping force adjustment so the suspension may be tuned to match the rider's preference or the riding conditions.
 - The fork inner tube diameter is 43mm.
 - Also supplied by SHOWA, the shock absorber in the link-type rear suspension has a remote gas reservoir to help reduce heat during rigorous or long rides.
 - The shock absorber has a remote hydraulic preload adjuster so the spring rate may be adjusted quickly by hand when adding a passenger or cargo.
 - In addition to the spring preload adjuster, the shock absorber also features adjustable compression and rebound damping force that can be tuned to match the conditions or rider preference.
- The V-STRUM 800DE rides on sturdy spoke-style wheels and is equipped with a 21-inch front wheel for greater stability and better control off pavement. The rear 17-inch wheel has a 150mm wide tire for better grip and ride compliance. Both wheels feature blue-anodized aluminum rims laced with stainless steel spokes that absorb shock from irregular road surfaces well.
- The 90/90-21 front and 150/70R17 rear Dunlop TRAILMAX MIXTOUR tires feature a semi-block tread pattern with long, straight diagonal grooves to provide traction off-road while reducing sounds when riding on paved roads.
 - The aggressive looking tread features wider, deeper grooves exclusive to the V-STRUM 800DE that help achieve optimal balance between on-road handling and longevity, and good grip and nimble handling on un-paved trails.
 - The wheels are a strong, tube-type design to provide the tires ample support for riding on paved and un-paved surfaces.
- Suzuki selected brake components best suited to the V-STRUM 800DE's suspension and spoke-style wheels to provide confident stopping power whether on the road or out on the trail.
 - The front brakes use a pair of strong, but lightweight dual-piston NISSIN-supplied front brake calipers grasping 310mm diameter discs.
 - The front calipers are axial mounted to provide ample clearance to the front wheel's spokes while allowing for strong and light axle holders at the bottom of each fork leg.
 - The rear brake combines a single-piston, slide-pin style NISSIN caliper with a 260mm disc, providing the rider the braking feel that aids low speed maneuvering.

Continued...

CHASSIS CONT.

- Compact Anti-lock Brake System (ABS)** monitors wheel speed to match braking to available traction.
 - The rider can select from two levels of ABS sensitivity and can elect to switch off the rear wheel's ABS function for off-road use (see the Suzuki Intelligent Ride System (S.I.R.S.) section for more information).
- The V-STRUM 800DE has a wide tapered handlebar cast in strong yet flexible aluminum that allows it to flex and absorb shock when riding on unpaved surfaces. In addition, the wider grip position helps provide comfort particularly when standing on the foot pegs to negotiate rough terrain.
 - In addition to the practical purpose of helping shield the rider's hands from the elements as well as flying stones, the standard equipment hand guards signal the V-STRUM 800DE's adventure capability.
- The front brake lever has an adjustment knob so the rider may quickly set it to a comfortable reach. The shifter and rear brake pedal may also be adjusted to the rider's preference.
- The mirrors feature a design that complements the V-STRUM 800DE's styling while proving an excellent view of objects behind the rider.
- Wide, steel footrests help the rider comfortably maneuver the V-STRUM 800DE on diverse types of roads. Rubber inserts damp vibration but can be removed so the rider's boots can have even more grip of the pegs.
- Designed for performance and comfort, the one-piece seat is built upon a strong, but lightweight base that helps keep seat height reasonable. The seat bottom, dense foam, and slip-resistant cover stands up to rigorous use while still providing all-day touring comfort for the rider plus a passenger.
- The fuel tank has a generous 5.3-gallon (20L) capacity but is shaped to be thin at the rear to flow into the slim seat, which aids the rider in touching the ground at stops.
 - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.
- The modest windscreen is designed to maximize the rider's visibility when riding on roads or trails. Developed through wind tunnel testing, the windscreen deflects wind blast and sounds away from the rider.
 - The windscreen's mount provides for 3-step height adjustment that may be set in 0.6-inch (15mm) increments (using an included hex-tool).
- The lightweight resin luggage rack incorporates easy-to-grasp grab bars and aligns with the passenger section of the seat, offering a larger surface for carrying cargo or luggage.
 - The cargo section of the rack was designed to make installation of a Suzuki Genuine Accessory top case simple and secure.
- A standard item is the mesh guard that protects the radiator from flying stones and other debris when riding on the trail.
- The V-STRUM 800DE features a sturdy, 4mm (0.15 in.) thick plastic undercover. This polyethylene "skid plate" provides engine and exhaust protection with minimal resistance when riding over rocks and rough terrain.

STYLING & BODY

- When developing the styling for the V-STRUM 800DE, Suzuki's design team chose to continue the heritage of the V-STRUM series while presenting a thoroughly modern look in line with current trends, and blend in other features to push the motorcycle ahead of others in its category. And the total look must reflect the all-around capabilities of this extraordinary Adventure model.
- Retaining the prominent "beak" that was pioneered on Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big, the lines of the Champion Yellow No. 2 or Glass Sparkle Black body work are sharper with flatter surfaces to create a tough yet sophisticated look. Different colored panels feature angular lines that further amplify the V-STRUM 800DE's modern, aggressive look.
- The body graphics are modernized and presented in a subtle manner to not detract from the motorcycle's overall appearance.
 - The "DE" decals on the sides of the cowling pieces in front of the engine reflect the image of the competition numbers used on motocross and other competition motorcycles, while the "V-STRUM" logo continues the motif introduced with the V-STRUM 1050DE.
- The V-STRUM 800DE uses a three-piece front fender assembly that combines the effectiveness of a conventional V-STRUM fender with the protection of fork guards like those used on an MX bike.
 - This Suzuki-unique structure yields a stronger connection to the fork legs that can better withstand the shocks encountered when riding on unpaved surfaces.
 - An added aesthetic benefit of this front fender assembly is the fork guards are color coordinated to other body parts.
- Attention to detail extends to the engine as the clutch cover and magneto cover have a bronze-like finish that complements the V-STRUM 800DE's body color, while the SUZUKI name on the cover is in a contrasting color to bring attention to the modern engine.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) helps V-STRUM 800DE riders optimize performance characteristics to best suit their riding style, level of experience, and the riding conditions. This makes the V-STRUM 800DE more predictable and more enjoyable out on the trail, on a twisty road, or touring down the highway, and it adds up to a more exciting, confident, and fun riding experience.
- The S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System (STCS) and the Bi-directional Quick Shift System (QS) that supports the rider in a variety of conditions.
 - The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (S-DMS)**
 - **The S-DMS system** provides the rider a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
 - These three modes (A, B, and C) provide the rider a quick and easy way to alter the V-STRUM 800DE's power delivery characteristic to match his or her riding style, or adjust to changing weather, road or trail, and other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, when enjoying a sporty run on a clean, winding road in good weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions, and to help make the bike controllable in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the TFT instrument panel.
- **Suzuki Traction Control System (STCS)***
 - Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-STRUM 1000, and the five-mode system on the V-STRUM 800DE lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - The Traction Control System* continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
 - The rider can select one of five modes (1, 2, 3, Gravel, and OFF). The four active modes differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - **Mode 3** is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin and is for poor or slippery road conditions, like wet and cold gravel surfaces.
 - **Gravel mode (G)** is an additional traction control setting that reduces ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces.
 - The Gravel mode is available only on the V-STRUM DE models and should not be used when riding on paved roads.
 - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- **Bi-directional Quick Shift System (QS)**
 - This system allows the V-STRUM 800DE rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To help ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the V-STRUM's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- **Two-mode Anti-lock Brake System (ABS)****
 - Associated with S.I.R.S. is the V-STRUM 800DE's ABS** system which allows riders to select between two levels of anti-lock brake activation sensitivity. ABS function and modes are displayed on the multifunction instrument panel.
 - ABS mode 1 provides minimal anti-lock brake intervention.
 - ABS mode 2 provides more anti-lock brake intervention than Mode 1.

Continued...

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- Available only on the V-STRUM DE models, the rider can switch off rear ABS for riding on gravel and other unpaved surfaces.
 - ABS activation for the front wheel cannot be switched off – it is always active.
- The V-STRUM 800DE is equipped with a new generation Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the units used in prior V-STRUM models.
- **Ride-by-Wire Electronic Throttle System**
 - Suzuki's electronic throttle control system is the key to the V-STRUM's faithful response to the rider's S.I.R.S. setting and throttle operation.
 - Throttle grip movement and sensor input is used by the ECM which activate practically instantaneous throttle plate movement in the two 42mm throttle bodies.
 - Mechanically uncomplicated, this electronic system provides the rider with a natural throttle feel while maximizing engine control when riding on trails or twisty roads.
- **The Suzuki Easy Start System**
 - Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather conditions or with any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.
- **Low RPM Assist System**
 - Low RPM Assist seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.
- **S.I.R.S. Supporting Technologies**
 - **Controller Area Network (CAN bus)**
 - Key to the operation of the S.I.R.S., the V-STRUM 800DE uses an interconnected information network instead of a conventional wiring harness.
 - Because it requires fewer wires, this CAN bus wiring lets the vehicle be lighter and simpler and provides a way for the advanced components to have faster data transmission with the ECM.
 - The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.
 - **Engine Control Module (ECM)**
 - The 32-bit, dual-core ECM has a fast processor and specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRUM 800DE.

ELECTRICAL

- The V-STRUM 800DE's instrument panel uses a full-color, 5-inch, TFT screen.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT panel, itself, features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left, center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, plus the S-DMS and ABS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational issue.
- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
 - Charging output is 375W @ 5,000 RPM.
- A USB-type accessory slot is conveniently located on the left side of the instrument panel dash. This fused slot can provide up to 5.0 VDC at a maximum current of 2.0A. The slot is ideal for powering a GPS unit or charging mobile devices.
- The handlebar switches are designed for intuitive operation (so the rider can maintain focus on the trail or the road).
 - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
 - The left handlebar switch was designed so selecting modes and making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
 - Headlight control is literally a flip of the finger – the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- The V-STRUM 800DE's fairing features a stacked pair of hexagonal headlights that employ the bright, mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead.
 - The dual LED headlights are topped by a bright LED position light that improves the visibility of the motorcycle to other traffic while emphasizing the V-STRUM's Suzuki Dakar Rally bike styling and heritage.
- The V-STRUM 800DE has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-STRUM models.
- The rear tail and brake light is an LED type with a clear lens that offers higher visibility, low electrical draw, and excellent durability.



ADDITIONAL

- Genuine Suzuki Accessories for the V-STROM 800DE include side and top cases, engine guards, center stand, low- and high-profile seats, heated hand grips, fog lamps, and more.
 - Suzuki's rugged plastic side and top cases include locks that can be set by your Suzuki dealer to match the bike's ignition key for true, one-key operation.
 - The Suzuki accessory aluminum side cases and top cases have a sturdy lock and latch system that use a different style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-STROM 800DE.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-STROM 800 DE

SPECIFICATIONS

ENGINE

Engine:	776cc, 4-stroke, liquid-cooled, DOHC parallel-twin
Bore x Stroke:	84.0 mm x 70 mm (3.3 in. x 2.8 in.)
Compression Ratio:	12.8:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Force-fed circulation, wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	O-ring style chain, D.I.D. 525 x 126L

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake/Trail:	28° / 114mm (4.5 in.)
Brake, Front:	Nissin, 2-piston calipers, dual 310mm discs, two-mode adjustable ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, two-mode adjustable ABS-equipped
Tire, Front:	90/90-21M/C (54H), tube-type
Tire, Rear:	150/70R17 M/C (69H), tube-type
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Long-reach Iridium type x 2
Headlight:	Mono-focus LED x 2
Tail Light:	LED
Turn Signals:	LED

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Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
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V-STR0M 1050

V-STR0M 1050



OVERVIEW

The 2025 Suzuki V-STR0M 1050 continues its legacy as the ultimate sports adventure tourer, designed to excel on paved roads and long-distance journeys. Powered by a proven 1037cc V-twin engine, the V-STR0M 1050 combines comfort, performance, and advanced technology for riders who seek dependable versatility. With cast aluminum 19-inch front and 17-inch rear wheels, a large touring windscreen with height adjustability, and ergonomics built for long days in the saddle, this motorcycle is ideal for commuting, sport touring, or extended adventures.

Equipped with the Suzuki Intelligent Ride System (S.I.R.S.), the V-STR0M 1050 provides features like cruise control, a Bi-directional Quick Shift system, and a 5-inch full-color TFT display that keeps vital information front and center. Its clean, purposeful design and cutting-edge electronics enhance the connection between rider and machine, offering a satisfying ride whether you're navigating city streets or cruising across state lines.



Glass Sparkle Black /
Metallic Matte Black No.2

2025

2025

KEY FEATURES

- Finished with a new Metallic Matte Black No. 2 and Metallic Oort Gray No. 3 colorway, the bodywork pays homage to the iconic Suzuki DR-Big DAKAR-beak look for true adventure style.
- Perfect for the long haul, the 1037cc, V-twin engine produces more horsepower than ever before, retaining its strong pull in the lower-rpm range while delivering good fuel economy while complying with worldwide emissions standards.
- This V-STRUM is travel ready with standard Cruise Control, a Bi-directional Quick Shifter, Motion Track Anti-lock** & Combined Brake System. The windshield is hand adjustable to several heights, and the seat height can be raised or lowered for comfort or to help your boots touch the ground at stops.
- Poised to support any riding mission, the Suzuki Intelligent Ride System (S.I.R.S.) includes a Drive Model Selector, Advanced Traction Control*, and a Bi-directional Quick Shift system. Precise data from the multi-direction IMU is key to the adjustable Motion Track Anti-lock** and Combined Brake System that allows ABS** activation when the bike is leaning into a corner.
- A full-color, 5-inch TFT LCD multi-function instrument panel features a display that is clearly legible at nighttime or in bright sun. A USB port to the side of the instrument panel supplies power for smartphones or other accessories like a GPS.
- The V-STRUM's narrow and nimble chassis legacy continues with a durable, twin-spar aluminum frame that helps the rider's legs reach the ground with ease while balancing weight and rigidity for optimal handling on all types of roads.
- The fully adjustable, inverted fork holds radially mounted four-piston brake calipers that grasp dual brake rotors mounted to a 19-inch cast-aluminum front wheel as the 17-inch rear wheel rides in an aluminum swingarm controlled by a link-style shock absorber with a hand-operated, hydraulic spring preload adjuster.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Panniers or Plastic Side and Top Cases, Fog Lamps, or other items so you can master each adventure.

ENGINE

- The liquid-cooled, DOHC, 1037cc, 90-degree, V-twin engine delivers more horsepower than the prior V-Strom 1000 with the same level of torque and fuel economy while achieving worldwide emissions compliance.
- The perfect primary balance provided by the 90-degree V-twin design negates the need for any balancer shafts or rubber mounting, as the engine has smooth power pulses.
- The large-bore, high-compression pistons were engineered with the use of FEM analysis to achieve ideal rigidity, weight, and improved durability.
- These pistons move within Suzuki Composite Electrochemical Material (SCEM)-plated cylinder bores that are integrated into the upper crankcase for low weight, increased durability, reduced friction, and excellent heat dissipation.
- Both the exhaust and intake camshafts have increased valve lift timing with less overlap to boost engine power while reducing fuel consumption.
- The V-STRUM 1050 was the first Suzuki motorcycle to employ hollow sodium-filled exhaust valves. These valves help reduce temperature in the combustion chamber, improving flow efficiency and durability.
- The V-STRUM's electronic throttle system precisely maintains a stable engine idle under all conditions.
 - This precise idle control is key to the V-STRUM's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- The Ride-by-Wire electronic throttle system uses the powerful 32-bit ECM to control the action of the throttle valves with finely tuned settings that balance the relationship between throttle action and engine output characteristics.
 - The throttle grip return force is precisely calibrated to provide a smooth feel and feedback to the rider.
 - Overall, Suzuki's electronic throttle system is simpler and more compact than a mechanical throttle. Each cylinder is fed by a large, 49mm electronically controlled throttle body with a single butterfly valve that is opened and closed by its own independent motor for precise throttle control.
 - Since the Ride-by-Wire system does not use mechanical cables, the throttle feel to the rider is smooth and linear. With no cables connected to the throttle grip, the installation of a Suzuki accessory heated grip set is simplified.
- Each cylinder has a 10-hole fuel injector, located downstream of the throttle body on the intake manifold, which creates good fuel atomization for superior combustion efficiency and low fuel consumption.
- The air cleaner box uses specially designed, elongated intake funnels to boost torque at lower engine speeds to help achieve the V-Twin engine's unique power characteristics.
- The transistorized digital ignition system independently fires the dual spark plugs in each cylinder head for more complete combustion by igniting the mixture at the ideal moment.
 - Twin iridium-type spark plugs are used in the Dual Spark Plug System to deliver a more condensed and hotter spark, and they last longer than conventional plugs.

ENGINE CONT.

- The single-silencer exhaust configuration reduces weight and has a low center of gravity to aid handling, maneuverability, and luggage mounting.
 - The V-STROM's exhaust uses a compact, higher-efficiency catalyzer to achieve an effective level of emission control while providing good flow to match the engine's performance.
- Matched to the efficient exhaust, the Suzuki Pulsed Secondary Air Injection (PAIR) system injects fresh air into the exhaust ports to satisfy a variety of US and international emission standards without sacrificing performance.
- The V-STROM's radiator has 15% increased cooling capacity (compared to prior generation V-Strom 1000) to accommodate high engine output. Coolant temperature is stabilized via a thermostatically controlled cooling fan.
- A liquid-cooled oil cooler is located where the oil filter is attached to the engine. This compact, lightweight cooler takes up less space than a conventional oil cooler while reducing lubrication oil temperature.
- A durable bronze finish paint is applied to the cylinder head covers, clutch cover, magneto cover, and water pump case for a striking contrast with the black crankcase.
- Replaceable plastic shields protect engine parts, such as the clutch cover, from scuffs from the rider's boots.

TRANSMISSION & DRIVE LINE

- Compared to the prior generation V-Strom, the six-speed, close-ratio transmission has higher gear ratios in first and sixth gear that smooth the shift action into second and higher gears. This also increases the sensation of acceleration to the rider when opening the throttle. These gear ratios are key to the smooth operation of the Bi-directional Quick Shift system.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth downshifts. It also works as an assist clutch, making the clutch lever pull light and precise.
- Riding on durable steel sprockets, the RK-supplied O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

ADVANCED ELECTRONIC SUPPORT

- Inertial Measurement Unit (IMU)
 - Essential to Suzuki Intelligent Ride System (S.I.R.S.) operation, the V-STRUM 1050's IMU measures six directions of movement along three axes (as compared to the five directions measured by the prior V-Strum 1000). The IMU detects pitch, roll, and yaw movement based on the motorcycle's position, movement, and acceleration.
 - This high-performance six-direction IMU, supplied by Bosch, combines a three-axis angular rate sensor (gyrometer) and a three-axis acceleration sensor in a single compact unit.
- CAN (Controller Area Network) Technology
 - Vital to the operation of the S.I.R.S. suite, the V-STRUM 1050 employs an interconnected information network instead of a conventional wiring harness.
 - Because it requires fewer wires, this CAN-wiring lets the vehicle be lighter and simpler and provides a way for the advanced components – such as the cruise control – to have faster data transmission with the ECM.
 - The CAN-wiring also provides a single connection point for diagnosing any errors that may occur throughout the entire network.
- Engine Control Module (ECM)
 - The 32-bit ECM has a fast processor with model-specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRUM 1050.
- ABS Control Unit
 - The V-STRUM 1050 is equipped with an advanced Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the prior unit.
 - Working in conjunction with the IMU, the ABS control unit is key to the operation of the Motion Track Brake System, Slope Dependent Control System, Load Dependent Control System, and Hill Hold Control System.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The 2025 V-STRUM 1050's Suzuki Intelligent Ride System (S.I.R.S.) includes the Motion Track Anti-lock** & Combination Brake System, Hill Hold Control System, Slope Dependent Control System, and Load Dependent Control System that assists braking performance in a variety of conditions.
 - The S.I.R.S. suite also includes the Suzuki Drive Mode Selector (S-DMS), new Cruise Control and Bi-Directional Quick Shift systems, and Traction Control System*. Each element of S.I.R.S. provides V-STRUM 1050 riders with stress-free use and convenience during long-distance tours, commuting, or pleasure riding.
- Cruise Control System
 - The standard cruise control system maintains the selected road speed without the rider having to hold the throttle open – a welcome feature for long-distance riding that can reduce rider fatigue.
 - The V-STRUM 1050's array of features and technology, such as the Ride-by-Wire throttle system and 32-bit ECM, permits the addition of this easy-to-use cruise control.
 - More advanced than the system used on the prior V-STRUM 1050XT, cruising speed can be set when riding in 2nd gear or higher at engine speed of 2,000 to 7,000 RPM or when riding between 30 MPH to 100 MPH in fourth gear or higher. This translates to cruising speed range options of approximately 15 to 100 MPH (25 to 160 km/h).
 - A button on the right handlebar control can be pressed to put cruise control on standby, and a rocker-style selector switch on the left handlebar control lets the rider set the cruising speed, adjust the speed up or down, or resume to the preset speed. Cruise control function icons and indicators are located on the TFT instrument panel.
- The Bi-directional Quick Shift System (QS) allows the V-STRUM 1050 rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The Bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the V-STRUM's SCAS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A unique, gear position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- Suzuki Drive Mode Selector (S-DMS)
 - The V-STRUM 1050 includes a three-mode S-DMS system that lets the rider select the engine's power delivery characteristic to match riding ability and conditions. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
 - A Mode – provides sharp throttle response.
 - B Mode – provides a moderate throttle response.
 - C Mode – provides the softest throttle response of the three modes.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- Motion Track Anti-lock & Combination Brake System (ABS)
 - The Motion Track Anti-lock** and Combination Brake System combines IMU-measured, spatial information of the motorcycle's posture in conjunction with front and rear wheel speeds. This allows the ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
 - V-STRUM 1050DE riders can select between two levels of ABS activation sensitivity. ABS function and modes are displayed on the multifunction instrument panel.
 - ABS mode 1 provides minimal anti-lock brake intervention.
 - ABS mode 2 provides more anti-lock brake intervention than Mode 1.
 - Available only on the V-STRUM DE and DE Adventure models, the rider can switch off rear ABS.
 - ABS activation for the front wheel cannot be switched off – it is always active.
- Traction Control System
 - Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-Strom 1000, and the four-mode system on the 2025 V-STRUM 1050 lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - The Traction Control System* continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
 - The rider can select one of four modes (1, 2, 3, and OFF). The three modes differ in terms of rear wheel spin sensitivity.
 - Mode 1 is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - Mode 2 is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - Mode 3 is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin and is for poor or slippery road conditions, like wet and cold gravel surfaces.
 - OFF disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- Hill Hold Control System
 - When stopping upward on a hill and applying the brakes, this system automatically operates the rear brake for around 30 seconds to prevent the motorcycle from rolling back down the hill even if the rider releases the brake lever or pedal. This allows the rider to focus on a smoother takeoff when on the hillside.
 - When the rider releases the brake lever or foot pedal, the ECM detects the rider's intention to ride forward and releases the rear brake pressure smoothly.
 - The rider can also disengage the Hill Hold System by squeezing the front brake lever twice or using the left handlebar control and the instrument panel with the system off.
- 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 a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to help prevent rear wheel lift.
- Load Dependent Control System
 - This system helps the rider to achieve optimal braking in response to the load on the motorcycle (passenger and/or cargo).
 - Through continual measurement of IMU information and hydraulic brake pressure, the system constantly learns about braking deceleration as the load's weight increases or decreases when riding with cargo or a passenger.
 - The system retains this information to improve braking performance by adjusting rear brake hydraulic pressure as the load on the motorcycle increases.
- The Suzuki Easy Star System
 - Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather conditions or with any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.
- Low RPM Assist System
 - Low RPM Assist seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

Continued...

CHASSIS

- For the V-STRUM 1050 models, Suzuki created a variation of the V-STRUM's proven chassis architecture to offer riders a choice of optimization geared toward their intended use or riding preferences.
 - Specifically, the V-STRUM 1050 continues its great all-around adventure touring setup with a focus on comfort and riding pleasure for long-distance on-road outings.
 - In contrast, the V-STRUM 1050DE/Adventure models aim to provide even better performance and control for those who wish to spend more of their time exploring gravel roads and flat dirt trails.
- The V-STRUM 1050 has the trim, distinctive styling that incorporates elements of both Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big. Since its introduction by Suzuki, the characteristic off-road beak design has become an integral feature of a modern Adventure-style motorcycle.
- Augmented by a new black and gray body colorway, the V-STRUM's beak flows into a vertically stacked LED headlight with a unique rectangular shape. The headlight effectively illuminates the road surfaces and surrounding areas, so the rider has an excellent view of what is ahead.
- The height-adjustable windscreen was developed through extensive wind-tunnel testing to reduce wind noise and buffeting to the rider. The windscreen can be adjusted by hand to 11 different positions within a two-inch height range.
- A mounting bar just below the rider's eye level is part of the windscreen mount, providing a good place to position accessories like a GPS for navigation.
- The high-rise, large diameter tapered aluminum handlebar provides the rider good steering control while promoting a distinctive off-road appearance. The lightweight, high-strength handlebar also damps vibration to the rider.
- Both the clutch and front brake levers have adjustment knobs so the rider can quickly set them to a comfortable reach. The shifter and rear brake pedal can also be adjusted to the rider's preference.
- The mirrors' design complements the V-STRUM's styling while proving an excellent view of objects behind the rider.
- Wide, aluminum footrests with thick rubber pads dampen vibration while helping the rider comfortably maneuver the V-STRUM 1050 on different types of roads.
- The slender chassis, thanks to the narrow V-twin engine design, fuel tank and trim seat, helps the rider's legs reach the ground more easily.
- The fuel tank has a generous 5.3-gallon capacity and its shape and protective cover have been designed for a slim tank-and-seat junction for rider comfort.
- The height of the V-STRUM 1050 rider seat can be adjusted upward an additional 0.8 in. (20 mm) from its standard 33.7 in. (855 mm) seat height. Adjustment is performed using an included tool and height riser that are stored beneath the pillion seat.
 - The rider and pillion seats provide comfortable upright riding positions that reduce fatigue, even when touring for long distances.
 - The sides of the plush, two-up seat are covered with high-grip texture material to help the rider stay connected to the motorcycle.
- A significant portion of the V-STRUM legacy is its durable, twin-spar aluminum frame that balances weight and rigidity for optimal handling on all types of roads.
- The 43mm KYB inverted front fork provides a sporty, yet plush ride in diverse conditions. The fork legs have adjustable spring preload plus compression and rebound-damping force adjusters.
- Movement of the cast aluminum swingarm is controlled by a single rear shock with remote, hydraulic spring preload adjustment so adjusting for cargo or a passenger takes just seconds. The single-shock, link-style rear suspension also features rebound-damping force adjustment.
- Radial-mounted Tokico four-piston front brake calipers are mated with 310mm floating-mount dual discs. These effective calipers are connected to the Motion Track Anti-lock** and Combination Brake System.
- The rear brake combines a 260mm outer diameter disc with a NISSIN-supplied single-piston caliper that help provide fine braking control at all road speeds.
- The lightweight 10-spoke cast aluminum wheels (manufactured for Suzuki by Enkei) combine nimble handling with sporty looks.
 - These wheels are shod with Bridgestone Battlax Adventure A41 radial tires that deliver nimble handling and positive grip, while providing a smooth ride and compliance when touring for long distances.
- A large, resin luggage rack incorporates passenger grab handles while providing a flat and level platform for cargo or the mounting of Suzuki accessory top cases.
- A sure-footed center-stand is a standard feature on the V-STRUM 1050 to help the rider when servicing the motorcycle or loading luggage.
- A durable under cover (cowl) protects the oil filter, exhaust header, and engine from road debris while enhancing the motorcycle's image.

ELECTRICAL

- The V-STRUM's instrument panel uses a 5-inch, full-color TFT LCD screen. The V-STRUM 1050's TFT display was the first of its kind on a Suzuki Adventure motorcycle.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT display features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light level, or manually set to suit the rider's preference.
- The TFT display provides operational information in an easily recognizable way:
 - The left side of the display has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,250 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift-light.
 - To the left, center of the display is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the display shows the clock and S.I.R.S. feature information such as the Traction Control, plus the S-DMS and ABS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the display can show coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
- The main TFT display is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, three-phase stator with an open-style regulator/rectifier that reduces mechanical drag and heat while producing higher output at lower engine speeds. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
- A USB-type accessory slot is conveniently located to the left of the instrument panel. This fused slot can provide up to 5.0 VDC at a maximum current of 2.0A. The slot is ideal for powering a GPS unit or charging mobile devices.
- A SAE 12-volt, 36W DC socket is located under the passenger seat (electrical accessory wattage should not exceed 12W when the engine is operated at low speeds). This convenient outlet can be used to charge or power a range of electrical devices.
- The V-STRUM 1050's fairing features a stacked, rectangular LED headlight for excellent road and trail illumination while matching Suzuki's Dakar Rally bike styling.
- The V-STRUM 1050 has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior V-Strom 1000 models.
- The rear tail and brake light is an LED type with a clear lens that offers higher visibility, low electrical draw, and excellent durability.



ADDITIONAL

- A wide variety of Genuine Suzuki Accessories for V-STROM 1050 owners are available, including aluminum or plastic luggage, heated grips, low-profile seats, accessory bar, auxiliary lights, tank bags, body & chassis protectors, graphics kits & rim decals, and a wide selection of Suzuki logo apparel.
 - Suzuki's rugged accessory plastic side and top cases include locks that can be set by your Suzuki dealer to match the bike's ignition key for true, one-key operation.
 - The Suzuki accessory aluminum side cases and top cases have a sturdy lock and latch system that use a unique style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-STROM 1050.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-STROM 1050

SPECIFICATIONS

ENGINE

Engine:	1037cc (63.3 cu. in.), 4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x Stroke:	100.0 mm x 66.0 mm (3.937 in. x 2.598 in.)
Compression Ratio:	11.5:1
Fuel System:	Fuel injection, Ride-by-Wire equipped
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, O-ring type, RK525SMOZ8, 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	25° 40' / 110 mm (4.33 in.)
Brake, Front:	Tokico, 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin, 2-piston, single disc, ABS-equipped
Tire, Front:	110/80R19 M/C (59V), tubeless
Tire, Rear:	150/70R17 M/C (69H), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Tail Light:	LED

DIMENSIONS

Overall Length:	2265 mm (89.2 in.)
Overall Width:	940 mm (37.0 in.)
Overall Height:	1515 mm (59.6 in.)
Wheelbase:	1555 mm (61.2 in.)
Ground Clearance:	165 mm (6.5 in.)
Seat Height:	855 ~ 875 mm (33.7 ~ 33.4 in.) depending on seat height setting
Curb Weight:	242 kg (534 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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V-STR0M 1050 DE

V-STR0M 1050 DE



**not all accessories shown*

OVERVIEW

The 2025 Suzuki V-STR0M 1050DE takes the trusted sports adventure touring platform and adds rugged, off-road-ready enhancements to conquer diverse terrain. At its core is the reliable 1037cc V-twin engine, now paired with a chassis designed for off-road exploration. With increased ground clearance, 21-inch front and 17-inch rear spoke-style wheels wrapped in Dunlop Adventure tires, and long-travel suspension, the 1050DE is equipped to explore gravel roads and dirt trails.

Enhanced by the Suzuki Intelligent Ride System (S.I.R.S.), the 1050DE offers advanced features like traction control with a Gravel Mode for loose surfaces, the ability to deactivate rear ABS**, and a 5-inch color TFT display to manage settings on the go. Rugged design elements, including an off-road unique front fender, aluminum engine protector, and accessory bar, emphasize its all-terrain focus. For riders who demand off-road capability alongside on-road comfort, the V-STR0M 1050DE stands as the definitive choice.



Glass Sparkle Black /
Metallic Matte Black No.2

2025

2025

KEY FEATURES

- Coated with a dynamic Glass Sparkle Black / Metallic Matte Black No.2 paint combination with silver and red accents, the V-STRUM 1050DE's ADV-themed styling retains Suzuki's original rally-beak look, paying homage to past Suzuki Dakar Rally bikes and the DR-Big large-displacement DualSport.
- Versatile enough for any ride, the 1037cc, V-twin engine produces more horsepower than ever before, retaining its strong pull in the lower-rpm range and good fuel economy while complying with worldwide emissions standards.
- Ready to go off-pavement, the Suzuki Intelligent Ride System (S.I.R.S.) includes a bi-directional quick shift system, and a unique Gravel (G) mode in the Suzuki Traction Control* System that provides controlled rear wheel spin on unpaved roads.
- Ready to roll on pavement too, the V-STRUM 1050DE has electronic cruise control, a clutchless quick shift system, and an ergonomically comfortable riding position behind a height-adjustable windshield you can set by hand.
- Precise data from the multi-direction IMU is key to the adjustable Motion Track Anti-lock** & Combined Brake System that provides ABS** function as the DE leans into corners. The and the ability to switch off the rear ABS**.
- The 5-inch color TFT LCD multi-function instrument panel features a display that is clearly legible at nighttime or in bright sun. A USB port to the side of the instrument panel supplies power for smartphones or other accessories like a GPS.
- The V-STRUM's narrow and nimble chassis legacy continues with a durable, twin-spar aluminum frame coupled to a long, rigid swingarm that supports a long suspension that helps provide more ground clearance.
- The long, fully adjustable, inverted fork holds radially mounted four-piston brake calipers that grasp dual brake rotors mounted to a 21-inch spoke-style front wheel carrying a Dunlop TRAILMAX MIXTOUR Adventure tire.
- There is a wide selection of Suzuki Genuine Accessories so you can add heated hand grips, Aluminum Panniers or Plastic Side and Top Cases, Fog Lamps, or other items so you can master each adventure.

ENGINE

- The liquid-cooled, DOHC, 1037cc, 90-degree, V-twin engine delivers more horsepower than the prior V-Strom 1000 with the same level of torque and fuel economy while achieving worldwide emissions compliance.
- The perfect primary balance provided by the 90-degree V-twin design negates the need for any balancer shafts or rubber mounting, as the engine has smooth power pulses.
- The large-bore, high-compression pistons were engineered with the use of FEM analysis to achieve ideal rigidity, weight, and improved durability.
- These pistons move within Suzuki Composite Electrochemical Material (SCEM)-plated cylinder bores that are integrated into the upper crankcase for low weight, increased durability, reduced friction, and excellent heat dissipation.
- Both the exhaust and intake camshafts have increased valve lift timing with less overlap to boost engine power while reducing fuel consumption.
- The V-STRUM 1050DE employs hollow sodium-filled exhaust valves. These valves help reduce temperature in the combustion chamber, improving flow efficiency and durability.
- The V-STRUM's electronic throttle system precisely maintains a stable engine idle under all conditions.
 - This precise idle control is key to the V-STRUM's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed riding to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- The Ride-by-Wire electronic throttle system takes advantage of the bike's powerful 32-bit ECM to control the action of the throttle valves with more finely tuned settings that better balance the relationship between throttle action and engine output characteristics.
 - The throttle grip return force is precisely calibrated to provide a smooth feel and feedback to the rider.
 - Suzuki's electronic throttle system is simpler and more compact than a mechanical throttle. Each cylinder is fed by a large, 49mm electronic-controlled throttle body with a single butterfly valve that is opened and closed by its own independent motor for precise throttle control.
 - Since the Ride-by-Wire system does not use mechanical cables, the throttle feel to the rider is smooth and linear. With no cables connected to the throttle grip, the installation of a Suzuki accessory heated grip set is simplified.
- Each cylinder has a 10-hole fuel injector, located downstream of the throttle body on the intake manifold, which creates good fuel atomization for superior combustion efficiency and low fuel consumption.
- The air cleaner box uses specially designed, elongated intake funnels to boost torque at lower engine speeds to help achieve the V-Twin engine's unique power characteristics.
- The transistorized digital ignition system independently fires the dual spark plugs in each cylinder head for more complete combustion by igniting the mixture at the ideal moment.
 - Twin iridium-type spark plugs are used in the Dual Spark Plug System to deliver a more condensed and hotter spark, yet they last longer than conventional plugs.

ENGINE CONT.

- The single-silencer exhaust configuration reduces weight and has a low center of gravity to aid handling, maneuverability, and luggage mounting.
 - The V-STRUM's exhaust uses a compact, higher-efficiency catalyzer to achieve an effective level of emission control while providing good flow to match the engine's performance.
- Matched to the efficient exhaust, the Suzuki Pulsed Secondary Air Injection (PAIR) system injects fresh air into the exhaust ports to satisfy a variety of US and international emission standards without sacrificing performance.
- The V-STRUM's radiator has approximately 15% increased cooling capacity (compared to the prior generation V-Strum 1000) to accommodate high engine output. Coolant temperature is stabilized via a thermostatically controlled cooling fan.
- A liquid-cooled oil cooler is located where the oil filter is attached to the engine. This compact, lightweight cooler takes up less space than a conventional oil cooler while reducing lubrication oil temperature.
- A durable bronze finish paint is applied to the cylinder head covers, clutch cover, magneto cover, and water pump case for a striking contrast with the black crankcase.
- Replaceable plastic shields protect engine parts, such as the clutch cover, from scuffs from the rider's boots.

TRANSMISSION & DRIVE LINE

- Compared to the prior generation V-STRUM, the six-speed, close-ratio transmission has higher gear ratios in first and sixth gear that smooth the shift action into second and higher gears. This also increases the sensation of acceleration to the rider when opening the throttle. These gear ratios are key to the smooth operation of the Bi-directional Quick Shift system.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip to enable smooth downshifts. It also works as an assist clutch, making the clutch lever pull light and precise.
- Riding on durable steel sprockets, a durable O-ring style drive chain (RK525 x 120L) that is longer than the chain used on the V-STRUM 1050 contains lubrication pre-packed between the pins and rollers for quiet, dependable operation.

ADVANCED ELECTRONIC SUPPORT

- Inertial Measurement Unit (IMU)
 - Essential to Suzuki Intelligent Ride System (S.I.R.S.) operation, the V-STRUM 1050DE's IMU measures six directions of movement along three axes (as compared to the five directions measured by the prior V-Strum 1000). The IMU detects pitch, roll, and yaw movement based on the motorcycle's position, movement, and acceleration.
 - This high-performance six-direction IMU, supplied by Bosch, combines a three-axis angular rate sensor (gyrometer) and a three-axis acceleration sensor in a single compact unit.
- CAN (Controller Area Network) Technology
 - Also key to the operation of the S.I.R.S., the V-STRUM 1050DE uses an interconnected information network instead of a conventional wiring harness.
 - Because it requires fewer wires, this CAN-wiring lets the vehicle be lighter and simpler and provides a way for the advanced components – such as the cruise control – to have faster data transmission with the ECM.
 - The CAN-wiring also provides a single connection point for diagnosing any errors that may occur throughout the entire network.

- Engine Control Module (ECM)
 - The 32-bit ECM has a fast processor with model-specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the V-STRUM 1050DE.

- ABS Control Unit

The V-STRUM 1050DE is equipped with an advanced Anti-lock Brake System (ABS) control unit that is more compact and lighter in weight than the prior unit.

Working in conjunction with the IMU, the ABS control unit is key to the operation of the Motion Track Brake System, Slope Dependent Control System, Load Dependent Control System, and Hill Hold Control System.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The 2025 V-STRUM 1050DE uses a unique version of the Suzuki Intelligent Ride System (S.I.R.S.) that includes the Motion Track Anti-lock** and Combination Brake System, Hill Hold Control System, Slope Dependent Control System, and Load Dependent Control System that assists braking performance in a variety of conditions.
 - Only available on the V-STRUM 1050DE and 1050DE Adventure models is an additional Gravel (G) mode in the Suzuki Traction Control System* that retards ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces.
 - Also unique to the V-STRUM 1050DE/Adventure models is the ability to switch off the rear ABS.
 - The S.I.R.S. suite also includes the Suzuki Drive Mode Selector (S-DMS), Cruise Control and Bi-Directional Quick Shift systems. Each element of S.I.R.S. provides V-STRUM 1050DE riders stress-free use and convenience while riding.

- Cruise Control System

- The standard cruise control system maintains the selected road speed without the rider having to hold the throttle open – a welcome feature for long-distance riding that can help reduce rider fatigue.
- The V-STRUM 1050DE's array of features and technology, such as the Ride-by-Wire throttle system and 32-bit ECM, permit the addition of this easy-to-use cruise control.
- More advanced than the system used on the prior V-STRUM 1050XT, cruising speed can be set when riding in second gear or higher at engine speed of 2,000 to 7,000 RPM.
- A button on the right handlebar control can be pressed to put cruise control into standby, and a rocker-style selector switch on the left handlebar control lets the rider set the cruising speed, adjust the speed up or down, or resume to the preset speed. Cruise control function icons and indicators are located on the TFT instrument panel.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- The Bi-directional Quick Shift System (QS) allows the V-STRUM 1050DE rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The Bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the V-STRUM's SCAS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A unique, gear position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- Suzuki Drive Mode Selector (S-DMS)
 - The V-STRUM 1050DE includes a three-mode S-DMS system that lets the rider select the engine's power delivery characteristic to match riding ability and conditions. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
 - A Mode – provides sharp throttle response.
 - B Mode – provides a moderate throttle response.
 - C Mode – provides the softest throttle response of the three modes.
- Motion Track Anti-lock & Combination Brake System (ABS)
 - The Motion Track Anti-lock** and Combination Brake System combines IMU-measured, spatial information of the motorcycle's posture in conjunction with front and rear wheel speeds. This allows the ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
 - V-STRUM 1050DE riders can select between two levels of ABS activation sensitivity. ABS function and modes are displayed on the multifunction instrument panel.
 - ABS mode 1 provides minimal anti-lock brake intervention.
 - ABS mode 2 provides more anti-lock brake intervention than Mode 1.
 - Available only on the V-STRUM DE and DE Adventure models, the rider can switch off rear ABS.
 - ABS activation for the front wheel cannot be switched off – it is always active.
- Traction Control System
 - Suzuki debuted its first motorcycle Traction Control System* on the 2014 V-Strom 1000, and the five-mode system on the V-STRUM 1050DE lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - The Traction Control System* continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
 - The rider can select one of four modes (1, 2, 3, G and OFF). The four active modes differ in terms of rear wheel spin sensitivity.
 - Mode 1 is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - Mode 2 is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - Mode 3 is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin and is for poor or slippery road conditions, like wet and cold gravel surfaces.
 - Gravel mode (G) is an additional traction control setting that retards ignition timing to help the rider better negotiate gravel roads by allowing some slip when riding on unpaved surfaces.
 - OFF disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- Hill Hold Control System
 - When stopping upward on a hill and applying the brakes, this system automatically operates the rear brake for around 30 seconds to help prevent the motorcycle from rolling back down the hill even if the rider releases the brake lever or pedal. This allows the rider to focus on a smoother takeoff when on the hillside.
 - When the rider releases the brake lever or foot pedal, the ECM detects the rider's intention to ride forward and releases the rear brake pressure smoothly.
 - The rider can also disengage the Hill Hold System by squeezing the front brake lever twice or using the left handlebar control and the instrument panel with the system off.
- 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 a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to help prevent rear wheel lift.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- Load Dependent Control System
 - This system helps the rider to achieve optimal braking in response to the load on the motorcycle (passenger and/or cargo).
 - Through continual measurement of IMU information and hydraulic brake pressure, the system constantly learns about braking deceleration as the load's weight increases or decreases when riding with cargo or a passenger.
 - The system retains this information to improve braking performance by adjusting rear brake hydraulic pressure as the load on the motorcycle increases.
- The Suzuki Easy Start System
 - Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather conditions or with any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.
- Low RPM Assist System
 - Low RPM Assist seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

CHASSIS

- For the V-STRUM 1050 models, Suzuki created a variation of the V-STRUM's proven chassis architecture to offer riders a choice of optimization geared toward their intended use or riding preferences.
 - Specifically, the V-STRUM 1050 continues its great all-around adventure touring setup with a focus on comfort and riding pleasure for long-distance on-road outings.
 - In contrast, the V-STRUM 1050DE/Adventure models aim to provide even better performance and control for those who wish to spend more of their time exploring gravel roads and flat dirt trails.
 - The V-STRUM 1050DE and 1050DE Adventure models receive their own dedicated chassis geometry with a longer wheelbase, longer rake, more ground clearance, and a wider handlebar grip. The purpose is to improve handling on unpaved surfaces and to provide a comfortable riding position that effectively distributes weight to the front and rear.
- The V-STRUM 1050DE has trim, distinctive styling that incorporates elements of both Suzuki's legendary DR-Z Dakar racer and the large DualSport DR-Big. Since its introduction by Suzuki, the characteristic off-road beak design has become an integral feature of a modern Adventure-style motorcycle.
- Augmented by Glass Sparkle Black / Metallic Mat Black No.2 paint and complementary silver and red graphics, the V-STRUM's beak flows into a vertically stacked LED headlight with a unique rectangular shape, then upward to a sporty windscreen. The headlight effectively illuminates the road surfaces and surrounding areas, so the rider has an excellent view of what is ahead.
- The V-STRUM 1050DE receives a unique, smaller, and shorter windscreen designed to maximize visibility when riding on dirt trails and on gravel roads. Over three inches (80 mm) shorter and slightly narrower than the V-STRUM 1050 windscreen, it has been evaluated to confirm reduced wind buffeting to the rider's helmet.
 - The height of the windscreen is adjustable using basic hand tools. Suzuki accessory kits to add a higher windscreen or quick-release height adjustment are available.
- A mounting bar just below the rider's eye level is part of the windscreen mount, providing a good place to position accessories like a GPS for navigation.
- Compared to the V-STRUM 1050, the 1050DE has a 1.57-inch wider (40 mm overall, 20 mm per side) tapered aluminum handlebar. Cast in thicker tubing from a softer grade of aluminum than the V-STRUM 1050 handlebar, this construction allows more flex when riding on unpaved surfaces and better shock absorption for greater comfort. In addition, the wider grip position provides enhanced control, particularly when standing on the foot pegs to negotiate rough terrain.
- Both the clutch and front brake levers have adjustment knobs so the rider can quickly set them to a comfortable reach. The shifter and rear brake pedal can also be adjusted to the rider's preference.
- The mirrors feature a design that complements the V-STRUM 1050DE's styling while proving an excellent view of objects behind the rider.
- Wide, steel footrests help the rider comfortably maneuver the V-STRUM 1050DE on diverse types of roads. Rubber inserts damp vibration but can be removed so the rider's boots can have even more grip of the pegs.
- The slender chassis, thanks to the narrow V-twin engine design, fuel tank and trim seat, helps the rider's legs reach the ground more easily than other models in the V-STRUM 1050DE's category.
- The fuel tank has a generous 5.3-gallon capacity and its shape and protective cover have been designed for a slim tank-and-seat junction for rider comfort.
- A sizable portion of the V-STRUM legacy is its durable, twin-spar aluminum frame that balances weight and rigidity for optimal handling on all types of roads.
 - The V-STRUM 1050DE's aluminum alloy frame incorporates cast sections along with extruded sections that deliver the proper amount of suppleness and strength to the chassis.
- Compared to the V-STRUM 1050, the 1050DE has a different sub-frame with stronger seat rails and battery and rear fender brackets that better withstand the shocks from riding on unpaved surfaces.

Continued...

CHASSIS CONT.

- The rider's seat features a fixed-height design with a specialized pan shape that increases rigidity while reducing weight by 1.5 lbs. (706 g, a 37% reduction in mass) from the V-STRUM 1050's seat.
 - Designed for durability, this seat better stands up to input load when riding on unpaved surfaces, as well as to weight shifts as the rider changes position.
 - The rider and pillion seats provide comfortable upright riding positions that reduce fatigue, even when riding for long distances. The sides of both seats are covered with high-grip texture material to help the rider and passenger stay connected to the motorcycle.
- The 43mm KYB inverted front fork delivers a controlled, yet plush ride in diverse conditions. The fork legs have adjustable spring preload plus compression and rebound-damping force adjusters.
 - The front and rear suspension spring rates, damping force valving, and piston settings were custom-tuned for the V-STRUM 1050DE to maximize performance and comfort when riding on unpaved surfaces.
 - This front suspension has a generous 6.7 in. (170 mm) fork stroke. This is an increase of 0.4 in. (10 mm) over the prior V-STRUM 1050XT fork stroke.
- The V-STRUM 1050DE uses a three-piece front fender assembly that combines the effectiveness of a conventional V-STRUM fender with the protection of fork guards like those used on an MX bike.
 - This Suzuki-unique structure yields a stronger connection to the fork legs that can better withstand the shocks encountered when riding on unpaved surfaces.
 - An added aesthetic benefit of this front fender assembly is the fork guards are color-coordinated to other body parts.
- Movement of the cast aluminum swingarm is controlled by a single rear shock with remote, hydraulic spring preload adjustment so adjusting for cargo or a passenger takes just seconds. The single-shock, link-style rear suspension also features rebound-damping force adjustment.
 - The V-STRUM 1050DE has a longer version of the proven V-STRUM 1050 swingarm. To retain nimble handling, this swingarm has the same vertical and lateral rigidity with 10% increased torsional rigidity that complements the V-STRUM 1050DE's chassis geometry and longer wheelbase, resulting in superb straight-line stability.
 - The rear suspension has a considerable 6.6 in. (168 mm) rear wheel travel. This is 0.3 in. (8 mm) more than the prior V-STRUM 1050XT rear wheel travel.
- Because of the suspension dimensions, front wheel diameter, and chassis geometry, the V-STRUM 1050DE ground clearance is 1.0 in higher than the V-STRUM 1050. This helps the motorcycle ride over uneven terrain without touching the bottom of the frame to the ground.
 - Ground clearance V-STRUM 1050DE 7.5 in. (190 mm)
 - Ground clearance V-STRUM 1050 6.5 in. (165 mm)
- Radial-mounted Tokico four-piston front brake calipers are mated with 310mm floating-mount dual discs. These calipers and the single rear caliper are connected to the Motion Track Anti-lock** and Combination Brake System.
- The rear brake combines a 260mm outer diameter disc with a NISSIN-supplied single-piston caliper that provides fine braking control at all road speeds.
- The V-STRUM 1050DE rides on spoke-style wheels and adopts a 21-inch aluminum, tube-type front rim that is better suited for riding on unpaved surfaces (the rear wheel is a tubeless type).
 - The 90/90-21 Dunlop TRAILMAX MIXTOUR tire in the front and 150/70R17 Dunlop TRAILMAX MIXTOUR tire in the rear feature a semi-block pattern and an internal structure designed exclusively for the V-STRUM 1050DE.
 - A specific version of these adventure tires was developed for the V-STRUM 1050DE to provide solid performance on the road, as well as good grip and nimble handling when exploring gravel roads and dirt trails.
- Because of the V-STRUM 1050DE's higher stance chassis, it is equipped with longer, model-specific side- and center-stands. The sturdy center-stand is a standard feature that aids the rider when servicing the motorcycle or loading luggage.
- A large, resin luggage rack incorporates passenger grab handles while providing a flat and level platform for cargo or the mounting of Suzuki accessory top cases.
- Ready for mounting auxiliary lights, or reducing damage in a tip-over, a sturdy accessory bar is mounted to the V-STRUM 1050DE.
- Especially designed for off-pavement use, the engine protector (skid pad) is constructed of 3 mm (0.12 in.) aluminum plate that shields the front and bottom of the frame, exhaust header, and engine from trail debris.

ELECTRICAL

- The V-STRUM 1050DE's instrument panel has a 5-inch, full-color TFT LCD screen. This TFT display was the first of its kind on a Suzuki Adventure motorcycle.
- This high-quality instrument panel is set into the upper fairing above the handlebars, for good visibility and protection from road debris. The TFT display, itself, features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness-adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT display provides operational information in an easily recognizable way:
 - The left side of the display has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,250 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift-light.
 - To the left, center of the display is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the display shows the clock and S.I.R.S. feature information such as the Traction Control, plus the S-DMS and ABS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the display can show coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
- The main TFT display is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, three-phase stator with an open-style regulator/rectifier that reduces mechanical drag and heat while producing higher output at lower engine speeds. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
- A USB-type accessory slot is conveniently located to the left of the instrument panel. This fused slot can provide up to 5.0 VDC at a maximum current of 2.0A. The slot is ideal for powering a GPS unit or charging mobile devices.
- A SAE 12-volt, 36W DC socket is located under the passenger seat (electrical accessory wattage should not exceed 12W when the engine is operated at low speeds). This convenient outlet can be used to charge or power a range of electrical devices.
- The V-STRUM 1050DE's fairing features a stacked, rectangular LED headlight for excellent road and trail illumination while matching Suzuki's Dakar Rally bike styling.
- The V-STRUM 1050DE has lightweight and low-draw LED turn signals that are brighter than the signals used on the prior generation V-STRUM models.
- The rear tail and brake light is an LED type with a clear lens that offers higher visibility, low electrical draw, and excellent durability.



ADDITIONAL

- A wide variety of Genuine Suzuki Accessories for V-STROM 1050DE owners are available, including aluminum or plastic luggage, heated grips, low-profile seats, accessory bar, auxiliary lights, tank bags, body & chassis protectors, graphics kits & rim decals, and a wide selection of Suzuki logo apparel.
 - Suzuki's rugged accessory plastic side and top cases include locks that can be set by your Suzuki dealer to match the bike's ignition key for true, one-key operation.
 - The Suzuki accessory aluminum side cases and top cases have a sturdy lock and latch system that use a unique style key that does not match the motorcycle's ignition key.
 - See the Suzuki Genuine Accessory catalog for information related to luggage setup on the V-STROM 1050DE.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

V-STROM 1050 DE

SPECIFICATIONS

ENGINE

Engine:	1037cc (63.3 cu. in.), 4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x Stroke:	100.0 mm x 66.0 mm (3.937 in. x 2.598 in.)
Compression Ratio:	11.5:1
Fuel System:	Fuel injection, Ride-by-Wire equipped
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	RK-supplied O-ring type drive chain (525 x 120L)

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	27° 30' / 126 mm (4.96 in.)
Brake, Front:	Tokico, 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Nissin, 2-piston, single disc, ABS-equipped
Tire, Front:	90/90-21 M/C (54H), tube type
Tire, Rear:	150/70R17 M/C (69H), tubeless
Fuel Tank Capacity:	20.0 L (5.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Tail Light:	LED

DIMENSIONS

Overall Length:	2390 mm (94.1 in.)
Overall Width:	960 mm (37.8 in.)
Overall Height:	1505 mm (59.3 in.)
Wheelbase:	1595 mm (62.8 in.)
Ground Clearance:	190 mm (7.5 in.)
Seat Height:	880 mm (34.6 in.)
Curb Weight:	252 kg (554 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take an MSF skills course. For the street course nearest you, call 1-800-446-9227. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 V-STROM 1050DE limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it is easy to afford and equip the machine that is perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks.

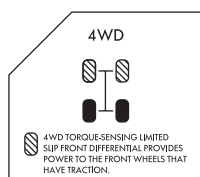
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KINGQUAD

4x4 400ASI

KINGQUAD 400ASI CAMO



The KingQuad 400ASI Camo is not eligible for sale in California per California Air Resource Board (CARB) off-highway vehicle regulations.

OVERVIEW

In 1982, Suzuki introduced the world's first four-wheel ATV. Today, Suzuki ATVs are everywhere. From the most remote areas to the most challenging tasks, you will find the KingQuad powering a rider onward. Across the board, the Suzuki KingQuad lineup is an exceptional group of ATVs.

Ready to take riders on their next outdoor adventure, the 2025 Suzuki KingQuad 400ASI Camo is wearing True Timber® Kanati pattern camouflaged bodywork and riding on strong, steel wheels shod with aggressive 25-inch Carlisle® tires. The fully automatic Quadmatic™ transmission has 2WD and 4WD modes to manage rough trail conditions while completing even the most demanding chores. Along with exceptional engine performance across the powerband, its high-performance iridium spark plug, and Pulsed-secondary AIR-injection (PAIR) system help provide outstanding fuel efficiency and impressive performance.



True Timber Kanati

2025

KEY FEATURES

- The KingQuad 400ASI's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability. Class-leading fuel injection smooths power output and provides excellent cold starting. This system uses 3-D maps for optimum fuel injection and ignition to provide a responsive throttle and emissions compliance.
- The True Timber® Kanati pattern camouflaged bodywork features sharply angled, high-clearance fenders while the full steel cargo racks help tackle any ranch or outdoors task.
- The Quadmatic™ transmission is a fully automatic, CVT (continuously variable transmission) with selectable high/low sub-transmission and reverse for maximum traction and fuel efficiency.
- Select 2WD or 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable, durable, and is virtually maintenance-free.
- Independent front A-arm suspension and a dual-shock rear suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of front and rear wheel travel.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range. Suzuki's legendary and plush T-shaped seat is comfortable for short or long rides.
- Large, 25-inch Carlisle® tires with aggressive treads offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails. The tires are mounted to rugged steel wheels that are powder-coated with a durable matte black finish.
- Each new KingQuad is supplied with a two-year Limited Warranty that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The KingQuad 400ASI Camo's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability.
- Suzuki's class-leading fuel injection smooths power output, especially in the mid- to high-range, and provides excellent cold starting. The system uses 3-D maps for optimum ignition, creating responsive yet environmentally compliant performance.
- Suzuki Advanced Cooling System (SACS) uses an oil cooler and thermostat-controlled cooling fan to shed engine heat during hard work or cargo hauling.
- Push-button electric starting has a start-in-gear function allowing starting without shifting to neutral (as conditions permit).
- The Engine Control Unit (ECU) has slip control logic, which adjusts fuel injector duration and timing to improve drivability and grip in loose/slippery conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- Pulsed-secondary AIR-injection (PAIR) system and catalyst-equipped exhaust system help the ATV comply with Environmental Protection Agency (EPA) emission standards while maintaining an elevated level of performance.

TRANSMISSION

- The Quadmatic™ transmission is a fully automatic, CVT (continuously variable transmission) with selectable high/low sub-transmission and reverse helping provide maximum traction and fuel efficiency.
- Automotive gate-type gearshift lever lets riders conveniently choose high or low range, neutral, or reverse.
- Select 2WD and 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable and durable and is almost maintenance-free.
- Torque-sensing limited-slip front differential provides maximum traction and light steering when in 4WD mode.
- An advanced engine-braking system minimizes free-wheeling with the throttle off to help control the 400ASI Camo during steep descents.
- The ECU has a Reverse Mode that monitors vehicle speed so higher engine RPM can be used when getting out of mud or loose soil in reverse mode.



CHASSIS

- True Timber® Kanati pattern camouflaged bodywork features sharply angled, high-clearance fenders.
- Suzuki's plush T-shaped seat delivers rider mobility during sport or difficult terrain riding. Overall length is under 82 inches (208 cm), so the KingQuad fits into a 6.5-foot truck bed for easy transportation.
- Independent front A-arm suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of wheel travel.
- A swingarm rear suspension with 6.7 inches (170.1 mm) of wheel travel and twin shock absorbers provide agile handling and plush riding.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability. Lightweight and durable plastic skid plates are sturdy to withstand trail pounding, yet slippery to let obstacles easily slide under.
- Large, 25-inch Carlisle® tires with aggressive tread offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails.
- The KingQuad 400ASI Camo rides on strong steel wheels with a durable, powder-coated matte black finish.

UTILITY/CONVENIENCE

- Dual 35-watt headlights (with high- and low-beam settings) are part of the distinctive KingQuad grille appearance. Bright tail light helps make the 400ASI Camo more visible in dark conditions.
- Heavy-duty front and rear cargo racks let riders take advantage of the 400ASI Camo's superb load capabilities. Wrinkle paint finishes on the racks and front bumper are durable and scratch-resistant.
- LCD instrumentation includes a speedometer, odometer, trip meter, hour meter, clock, fuel gauge, and indicators for reverse, neutral, oil, and FI (fuel injection).
- Automotive-style DC power outlet is included on the front fender.
- Winch-ready mounts and wire conduit make winch installation simple.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range.
- Full floorboards with integrated, raised footpegs.

2025



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	376cc (22.94 cubic in.), 4-stroke, air-cooled with SCAS, OHC single cylinder
Bore x Stroke:	82.0 mm x 71.2 mm (3.228 in. x 2.803 in.)
Compression Ratio:	9.0:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range and reverse
Driven Wheels:	2WD and 4WD
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Single drum brake
Tire, Front:	AT25 x 8-12, tubeless type x 2
Tire, Rear:	AT25 x 10-12, tubeless type x 2
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W (HS1) x 2
Tail Light:	12V 21/5W

DIMENSIONS

Overall Length:	2060 mm (81.1 in.)
Overall Width:	1145 mm (45.1 in.)
Overall Height:	1220 mm (48.0 in.)
Wheelbase:	1270 mm (50.0 in.)
Ground Clearance:	250 mm (9.8 in.)
Seat Height:	840 mm (33.1 in.)
Curb Weight:	265 kg (628 lb.)

WARRANTY

Warranty:	24-month limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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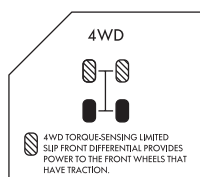
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KINGQUAD

4x4 400ASI

KINGQUAD 400ASI SE



The KingQuad 400ASI SE is not eligible for sale in California per California Air Resource Board (CARB) off-highway vehicle regulations.

OVERVIEW

In 1982, Suzuki introduced the world's first 4-wheel ATV. Today, Suzuki ATVs are everywhere. From the most remote areas to the most challenging tasks, you will find the KingQuad powering a rider onward. Across the board, our KingQuad lineup is an exceptional group of ATVs.

Whether you are working hard or getting away from it all, the 2025 Suzuki KingQuad 400ASI SE helps you every step of the way. The fully automatic Quadmatic™ transmission has 2WD and 4WD modes to handle rough trail conditions while completing even the most demanding chores. Along with exceptional engine performance across the powerband, its high-performance iridium spark plug, and Pulsed-secondary AIR-injection (PAIR) system help provide outstanding fuel efficiency and impressive performance.



Armored Blue Gray

2025

KEY FEATURES

- The KingQuad 400ASi's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability. Class-leading fuel injection smooths power output and provides excellent cold starting. This system uses 3-D maps for optimum fuel injection and ignition to provide a responsive throttle and emissions compliance.
- The unique Armored Blue Gray bodywork features sharply angled, high-clearance fenders while the full steel cargo racks help tackle any ranch or outdoors task.
- The Quadmatic™ transmission is a fully automatic, CVT (continuously variable transmission) with selectable high/low sub-transmission and reverse for maximum traction and fuel efficiency.
- Select 2WD or 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable, durable, and is virtually maintenance-free.
- Independent front A-arm suspension and a dual-shock rear suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of front and rear wheel travel.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range. Suzuki's legendary and plush T-shaped seat is comfortable for short or long rides.
- Large, 25-inch Carlisle® tires with aggressive tread offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails. The tires are mounted to cast aluminum wheels powder-coated with a durable, blacked-out matte finish.
- Each new KingQuad is supplied with a two-year Limited Warranty that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The KingQuad 400ASi SE's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability.
- Suzuki's class-leading fuel injection smooths power output, especially in the mid-to-high range, and provides excellent cold starting. The system uses 3-D maps for optimum ignition, creating responsive yet environmentally compliant performance.
- Suzuki Advanced Cooling System (SACS) uses an oil cooler and thermostat-controlled cooling fan to shed engine heat during hard work or cargo hauling.
- Push-button electric starting has a start-in-gear function allowing starting without shifting to neutral (as conditions permit).
- The Engine Control Unit (ECU) has slip control logic, which adjusts fuel injector duration and timing to improve drivability and grip in loose/slippery conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- Pulsed-secondary AIR-injection (PAIR) system and catalyst-equipped exhaust system help the ATV comply with Environmental Protection Agency (EPA) emission standards while maintaining an elevated level of performance.

TRANSMISSION

- The Quadmatic™ transmission is a fully automatic, CVT (continuously variable transmission) with selectable high/low sub-transmission and reverse for maximum traction and fuel efficiency.
- Automotive gate-type gearshift lever lets you conveniently choose the high or low range, neutral, or reverse.
- Select 2WD and 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable and durable and is almost maintenance-free.
- Torque-sensing limited-slip front differential provides maximum traction and light steering when in 4WD mode.
- An advanced engine-braking system minimizes free-wheeling with the throttle off to help control the ATV during steep descents.
- The ECU has a Reverse Mode that monitors vehicle speed so higher engine rpm can be used when getting out of mud or loose soil in reverse mode.



CHASSIS

- Sporty, Armored Blue Gray bodywork features sharply angled, high-clearance fenders.
- Suzuki's plush T-shaped seat delivers rider mobility during sport or difficult terrain riding. Overall length is under 82-inches (208 cm), so the KingQuad fits into a 6.5-foot truck bed for easy transportation.
- Independent front A-arm suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of wheel travel.
- A swingarm rear suspension with 6.7 inches (170.1 mm) of wheel travel and twin shock absorbers provides agile handling and plush riding.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface area for ample stopping power and outstanding durability. Lightweight and durable plastic skid plates are sturdy to withstand trail pounding, yet slippery to let obstacles slide below.
- The KingQuad 400ASi SE rides on cast aluminum wheels that are powder-coated black.
- Large, 25-inch Carlisle tires with aggressive tread offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails.

UTILITY/CONVENIENCE

- Dual 35-watt headlights (with high- and low-beam settings) are part of the distinctive KingQuad grille appearance. Bright tail light helps make the ATV visible in dark conditions.
- Heavy-duty front and rear cargo racks let you take advantage of the ATV's superb load capabilities. Wrinkle paint finish on the racks and front bumper is durable and scratch resistant.
- LCD instrumentation includes a speedometer, odometer, trip meter, hour meter, clock, fuel gauge, and indicators for reverse, neutral, oil, and FI (fuel injection).
- Automotive-style DC power outlet is included on the front fender.
- Winch-ready mounts and wire conduit make winch installation simple.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range.
- Full floorboards with integrated raised footpegs.

2025



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	376cc (22.94 cubic in.), 4-stroke, air-cooled with SCAS, OHC single cylinder
Bore x Stroke:	82.0 mm x 71.2 mm (3.228 in. x 2.803 in.)
Compression Ratio:	9.0:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range and reverse
Driven Wheels:	2WD and 4WD
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Single drum brake
Tire, Front:	AT25 x 8-12, tubeless type x 2
Tire, Rear:	AT25 x 10-12, tubeless type x 2
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W (HS1) x 2
Tail Light:	12V 21/5W

DIMENSIONS

Overall Length:	2060 mm (81.1 in.)
Overall Width:	1145 mm (45.1 in.)
Overall Height:	1220 mm (48.0 in.)
Wheelbase:	1270 mm (50.0 in.)
Ground Clearance:	250 mm (9.8 in.)
Seat Height:	840 mm (33.1 in.)
Curb Weight:	265 kg (628 lb.)

WARRANTY

Warranty:	24-month limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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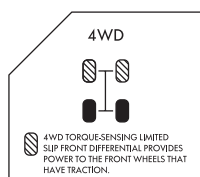
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KINGQUAD

4x4 400FSi

KINGQUAD 400FSi CAMO



The KingQuad 400FSi CAMO is not eligible for sale in California per California Air Resource Board (CARB) off-highway vehicle (OHV) regulations.

OVERVIEW

In 1982, Suzuki introduced the world's first four-wheel ATV. Today, Suzuki ATVs are everywhere. From the most remote areas to the most challenging tasks, you will find the KingQuad powering a rider onward. Across the board, our KingQuad lineup is an exceptional group of ATVs. Ready to take you on your next outdoor adventure, the 2025 Suzuki KingQuad 400FSi Camo is wearing True Timber® Kanati pattern camouflaged bodywork and riding on strong, steel wheels shod with aggressive 25-inch Carlisle® tires.

Ideal for riders who favor a sportier performance, this camouflaged KingQuad features a five-speed manual-shift transmission and semi-automatic clutch. This engine is always willing as it cranks out an impressive amount of torque and has an incredibly wide powerband for exceptional performance on the trail or on the job. A long-lasting, high-performance iridium spark plug and refined Pulsed-secondary AIR-injection (PAIR) system help provide outstanding fuel efficiency and impressive performance.



True Timber Kanati

2025

KEY FEATURES

- True Timber® Kanati pattern camouflaged bodywork features sharply angled, high-clearance fenders while the full steel cargo racks help tackle any ranch or outdoors task.
- The KingQuad 400FSi's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability. Class-leading fuel injection smooths power output and provides excellent cold starting. This system uses 3-D maps for optimum fuel injection and ignition to provide a responsive throttle and emissions compliance.
- Durable five-speed manual transmission with semi-automatic clutch with reverse allows the rider to select the ideal gear for maximum traction and fuel efficiency.
- Select 2WD or 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable, durable, and is virtually maintenance-free.
- Independent front A-arm suspension and a dual-shock rear suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of front and rear wheel travel.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range. Suzuki's legendary and plush T-shaped seat is comfortable for short or long rides.
- Large, 25-inch Carlisle® tires with aggressive treads offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails. The tires are mounted to rugged steel wheels that are powder-coated with a durable matte black finish.
- Each new KingQuad is supplied with a two-year Limited Warranty that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The KingQuad 400FSi Camo's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability.
- Suzuki's class-leading fuel injection smooths power output, especially in the mid- to high- range, and provides excellent cold starting. The system uses 3-D maps for optimum ignition, creating responsive yet environmentally compliant performance.
- Suzuki Advanced Cooling System (SACS) uses an oil cooler and thermostat-controlled cooling fan to shed engine heat during hard work or cargo hauling.
- Push-button electric starting has a start-in-gear function—when the rear brake is applied—allowing starting without shifting to neutral (as conditions permit).
- The Engine Control Unit (ECU) has slip control logic, which adjusts fuel injector duration and timing to improve rideability and grip in loose/slippery conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- Pulsed-secondary AIR-injection (PAIR) system and catalyst-equipped exhaust system help the KingQuad 400 FSi Camo comply with Environmental Protection Agency (EPA) emission standards while maintaining an elevated level of performance.

TRANSMISSION

- Five-speed transmission with semi-automatic clutch with reverse allows the rider to select the ideal gear for maximum traction and fuel efficiency.
- Select 2WD or 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable and durable and is virtually maintenance-free.
- Torque-sensing limited-slip front differential provides maximum traction and light steering when in 4WD mode.
- High/low selectable sub-transmission provides wide-ranging versatility.
- Automotive gate-type gearshift lever lets the rider conveniently choose high or low range, neutral, or reverse.
- The ECU has a Reverse Mode that monitors vehicle speed, so higher engine RPM can be used when getting out of mud or loose soil in reverse mode.



CHASSIS

- True Timber® Kanati pattern camouflaged bodywork features sharply angled, high-clearance fenders.
- Suzuki's exclusive T-shaped seat delivers rider mobility during sport riding or tackling difficult terrain. It is also plush for extended riding comfort.
- Overall length is under 82 inches (208 cm), so the KingQuad fits into a 6.5-foot truck bed for easy transportation.
- Independent front A-arm suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of wheel travel.
- A swingarm rear suspension with 6.7 inches (170.1 mm) of wheel travel and twin shock absorbers provide agile handling and plush riding.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability.
- Large, 25-inch Carlisle® tires with aggressive treads offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails.
- The tires are mounted to rugged steel wheels that are powder-coated with a durable matte black finish.
- Lightweight and durable plastic skid plates are sturdy to withstand trail pounding, yet slippery to help obstacles slide under easily.

UTILITY/CONVENIENCE

- Dual 35-watt headlights (with high- and low-beam settings) are part of the distinctive KingQuad grille appearance. A bright tail light helps make the ATV visible in dark conditions.
- Heavy-duty front and rear cargo racks let the rider take advantage of the ATV's superb load capabilities. Wrinkle paint finishes on the racks and front bumper are durable and scratch resistant.
- LCD instrumentation includes speedometer, odometer, trip meter, hour meter, clock, fuel gauge, and indicators for reverse, neutral, oil and FI (fuel injection).
- Automotive-style DC power outlet is included on front fender.
- Winch-ready mounts and wire conduit make winch installation simple.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range.
- Full floorboards with integrated, raised footpegs.

2025



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	376cc (22.94 cubic in.), 4-stroke, air-cooled with SCAS, OHC single cylinder
Bore x Stroke:	82.0 mm x 71.2 mm (3.228 in. x 2.803 in.)
Compression Ratio:	9.0:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range and reverse
Driven Wheels:	2WD and 4WD
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Single drum brake
Tire, Front:	AT25 x 8-12, tubeless type x 2
Tire, Rear:	AT25 x 10-12, tubeless type x 2
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W (HS1) x 2
Tail Light:	12V 21/5W

DIMENSIONS

Overall Length:	2060 mm (81.1 in.)
Overall Width:	1145 mm (45.1 in.)
Overall Height:	1220 mm (48.0 in.)
Wheelbase:	1270 mm (50.0 in.)
Ground Clearance:	250 mm (9.8 in.)
Seat Height:	840 mm (33.1 in.)
Curb Weight:	279 kg (615 lb.)

WARRANTY

Warranty:	24-month limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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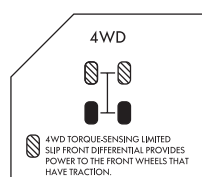
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KINGQUAD

4x4 400FSi

KINGQUAD 400FSi



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OVERVIEW

In 1982, Suzuki introduced the world's first four-wheel ATV. Today, Suzuki ATVs are everywhere. From the most remote areas to the most challenging tasks, you will find the KingQuad powering a rider onward. Across the board, our KingQuad lineup is an exceptional group of ATVs.

For riders who favor a sportier performance, the 2025 Suzuki KingQuad 400FSi features a five-speed manual-shift transmission and semi-automatic clutch. This engine is always willing as it cranks out an impressive amount of torque and has an incredibly wide powerband for exceptional performance on the trail or on the job. A long-lasting, high-performance iridium spark plug and refined Pulsed-secondary AIR-injection (PAIR) system help provide outstanding fuel efficiency and impressive performance.



Terra Green

2025

KEY FEATURES

- The KingQuad 400FSi's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability. Class-leading fuel injection smooths power output and provides excellent cold starting. This system uses 3-D maps for optimum fuel injection and ignition to provide a responsive throttle and emissions compliance.
- Durable five-speed manual transmission with semi-automatic clutch with reverse allows the rider to select the ideal gear for maximum traction and fuel efficiency.
- Select 2WD or 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable, durable, and is virtually maintenance-free.
- Independent front A-arm suspension and a dual-shock rear suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of front and rear wheel travel.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range. Suzuki's legendary and plush T-shaped seat is comfortable for short or long rides.
- Sporty Terra Green bodywork features sharply angled, high-clearance fenders while the full steel cargo racks help tackle any ranch or outdoors task.
- Large, 25-inch Carlisle® tires with aggressive tread offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails. The tires are mounted to rugged steel wheels that are powder-coated with a durable matte black finish.
- Each new KingQuad is supplied with a two-year Limited Warranty that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The KingQuad 400FSi's fuel-injected, 376cc, four-stroke, four-valve engine produces efficient power and drivability.
- Suzuki's class-leading fuel injection smooths power output, especially in the mid- to high- range, and provides excellent cold starting. The system uses 3-D maps for optimum ignition, creating responsive yet environmentally compliant performance.
- Suzuki Advanced Cooling System (SACS) uses an oil cooler and thermostat-controlled cooling fan to shed engine heat during hard work or cargo hauling.
- Push-button electric starting has a start-in-gear function—when the rear brake is applied—allowing starting without shifting to neutral (as conditions permit).
- The Engine Control Unit (ECU) has slip control logic, which adjusts fuel injector duration and timing to improve rideability and grip in loose/slippery conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- Pulsed-secondary AIR-injection (PAIR) system and catalyst-equipped exhaust system help the KingQuad 400FSi comply with Environmental Protection Agency (EPA) emission standards while maintaining an elevated level of performance.

TRANSMISSION

- Five-speed transmission with semi-automatic clutch with reverse allows the rider to select the ideal gear for maximum traction and fuel efficiency.
- Select 2WD or 4WD with the flip of a handlebar-mounted lever. The shaft drive system is dependable and durable and is virtually maintenance-free.
- Torque-sensing limited-slip front differential provides maximum traction and light steering when in 4WD mode.
- High/low selectable sub-transmission provides wide-ranging versatility.
- Automotive gate-type gearshift lever lets the rider conveniently choose high or low range, neutral, or reverse.
- The ECU has a Reverse Mode that monitors vehicle speed, so higher engine RPM can be used when getting out of mud or loose soil in reverse mode.

CHASSIS

- Sporty bodywork features sharply angled, high-clearance fenders.
- Suzuki's exclusive T-shaped seat delivers rider mobility during sport riding or tackling difficult terrain. It is also plush for extended riding comfort.
- Overall length is under 82 inches (208 cm), so the KingQuad fits into a 6.5-foot truck bed for easy transportation.
- Independent front A-arm suspension offers smooth performance and remarkable ground clearance with 6.7 inches (170.1 mm) of wheel travel.
- A swingarm rear suspension with 6.7 inches (170.1 mm) of wheel travel and twin shock absorbers provide agile handling and plush riding.
- Dual front hydraulic disc brakes feature calipers with large, 34mm pistons and wide brake-pad surface areas for ample stopping power while providing outstanding durability.
- Large, 25-inch Carlisle® tires with aggressive treads offer consistent traction in wet conditions, yet make for a quiet, smooth ride on hard-packed trails.
- The tires are mounted to rugged steel wheels that are powder-coated with a durable matte black finish.
- Lightweight and durable plastic skid plates are sturdy to withstand trail pounding, yet slippery to help obstacles slide under easily.

UTILITY/CONVENIENCE

- Dual 35-watt headlights (with high- and low-beam settings) are part of the distinctive KingQuad grille appearance. A bright tail light helps make the ATV visible in dark conditions.
- Heavy-duty front and rear cargo racks let the rider take advantage of the ATV's superb load capabilities. Wrinkle paint finishes on the racks and front bumper are durable and scratch resistant.
- LCD instrumentation includes speedometer, odometer, trip meter, hour meter, clock, fuel gauge, and indicators for reverse, neutral, oil and FI (fuel injection).
- Automotive-style DC power outlet is included on the front fender.
- Winch-ready mounts and wire conduit make winch installation simple.
- Large, 4.2-gallon (16.0 L) fuel tank provides outstanding riding range.
- Full floorboards with integrated, raised footpegs.



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	376cc (22.94 cubic in.), 4-stroke, air-cooled with SCAS, OHC single cylinder
Bore x Stroke:	82.0 mm x 71.2 mm (3.228 in. x 2.803 in.)
Compression Ratio:	9.0:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range and reverse
Driven Wheels:	2WD and 4WD
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Single drum brake
Tire, Front:	AT25 x 8-12, tubeless type x 2
Tire, Rear:	AT25 x 10-12, tubeless type x 2
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W (HS1) x 2
Tail Light:	12V 21/5W

DIMENSIONS

Overall Length:	2060 mm (81.1 in.)
Overall Width:	1145 mm (45.1 in.)
Overall Height:	1220 mm (48.0 in.)
Wheelbase:	1270 mm (50.0 in.)
Ground Clearance:	250 mm (9.8 in.)
Seat Height:	840 mm (33.1 in.)
Curb Weight:	279 kg (615 lb.)

WARRANTY

Warranty:	24-month limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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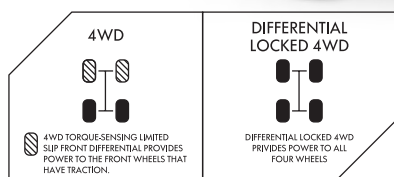
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KINGQUAD

4x4 500AXi

KINGQUAD 500AXi



OVERVIEW

The KingQuad 500AXi is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 Suzuki KingQuad 500AXi helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



Terra Green



Flame Red

2025

KEY FEATURES

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power. The engine is canted forward for a low center of gravity, resulting in reduced engine height and lower seat height.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Available in Flame Red or Terra Green, the bold, angular bodywork features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- This KingQuad features dual hydraulic front disc brakes and a sealed rear brake. The rear brake's clutch-type design is extremely durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks can accept Suzuki's accessory high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power.
- The engine's head and cylinder are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. The engine also features a balancer shaft for smooth operation.
- The compact four-valve cylinder head has large intake valves and straight intake ports for superb cylinder charging efficiency. Screw and nut valve lash adjusters simplify maintenance.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- Advanced Suzuki Fuel Injection improves throttle response and fuel efficiency while delivering power consistently across the full rev-range and improves engine starting in all conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- To increase rider comfort, make the ATV easier to ride, and increase towing capacity, the KingQuad's frame has thick-wall tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for reduced effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The bold, angular bodywork features high-clearance fenders that offer great protection for the rider from flying debris. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- Riders can choose between Suzuki legacy bodywork colors of Flame Red or Terra Green.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.
- Full floorboards with integrated raised footpegs helps shield the rider from the elements.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for the speedometer, odometer, twin trip meter, hour meter, clock, fuel level, driving range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- High-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment, providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.
- Full floorboards with integrated raised foot pegs help provide protection.
- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks can accept Suzuki's accessory high-impact plastic carrier covers that shield cargo from wear while enhancing the quad's appearance. These optional covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The standard receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's generous towing capacity (up to 1322 pounds).
- Suzuki offers an accessory ball mount, hitch pin, and R-clip making it easy to setup your KingQuad for towing (a trailer ball or hook is not included).
- The standard winch-ready mounts and wire conduit make winch installation simple.



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	493cc (30.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, OHC single cylinder
Bore x Stroke:	87.5 mm x 82.0 mm (3.40 in. x 3.20 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	940 mm (37.0 in.)
Curb Weight:	315 kg (694 lb.) 316 kg (697 lb.) CA model

WARRANTY

Warranty:	24-month unlimited-mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. Suzuki KingQuad ATVs may be used only by those aged 16 and older. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the nearest ATV skills course, call the SVIA at 1-800-852-5344, and we will even pay for the training. Along with concerned conservationists everywhere, Suzuki urges you to Tread Lightly!® on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 KingQuad 500AXI limited warranty covers a period of 24 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it is easy to afford and equip the machine that is perfect for you. Visit SuzukiCycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks.

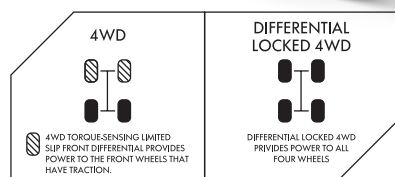


KINGQUAD

4x4 500AXi

KINGQUAD 500AXi

POWER STEERING



OVERVIEW

The KingQuad 500AXi Power Steering is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 KingQuad 500AXi Power Steering helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



Beige



Terra Green



Flame Red

2025

KEY FEATURES

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power. The engine is canted forward for a low center of gravity, resulting in reduced engine height and lower seat height.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Available in Flame Red, Terra Green, or Desert Beige, the bold, angular bodywork features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- The dual hydraulic front disc brakes provide consistent braking performance, while the sealed rear brake's clutch-type design is highly durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power.
- The engine's head and cylinder are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. The engine also features a balancer shaft for smooth operation.
- The compact four-valve cylinder head has large intake valves and straight intake ports for superb cylinder charging efficiency. Screw and nut valve lash adjusters simplify maintenance.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- Advanced Suzuki Fuel Injection improves throttle response and fuel efficiency while delivering power consistently across the full rev-range and improves engine starting in all conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- To increase rider comfort, make the ATV easier to ride on any terrain, and increase towing capacity, the KingQuad's frame has thick-wall tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for reduced effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The KingQuad's advanced electric power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- The bold, angular bodywork features high-clearance fenders that offer protection for the rider from flying debris. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- The Terra Green and Flame Red colors look great on the KingQuad's bodywork while the Desert Beige color provides a true sense of the ATV's outdoor capability.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to help provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for the speedometer, odometer, twin trip meter, hour meter, clock, fuel level, driving range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- High-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment, providing generous cargo capacity. The 2.8-liter water resistant front storage compartment includes an easy-access screw-on cap.
- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The handguards (knuckle covers) help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- Full floorboards with integrated raised footpegs helps shield the rider from the elements.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- This ATV includes a ball mount, hitch pin, and R-clip, making it easy to setup your KingQuad for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	493cc (30.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, OHC single cylinder
Bore x Stroke:	87.5 mm x 82.0 mm (3.40 in. x 3.20 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	940 mm (37.0 in.)
Curb Weight:	324 kg (714 lb.)
	325 kg (717 lb.) CA model

WARRANTY

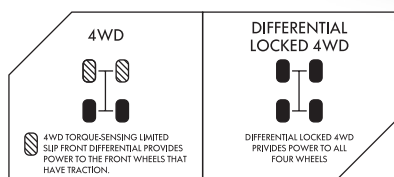
Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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KINGQUAD
4x4 500AXi

KINGQUAD 500AXi POWER STEERING SE+ CAMO



OVERVIEW

The KingQuad 500AXi Power Steering SE Camo is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. Ready for outdoor adventure, the 2025 KingQuad 500AXi Power Steering SE Camo helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



True Timber Kanati

2025

KEY FEATURES

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power. The engine is canted forward for a low center of gravity, resulting in reduced engine height and lower seat height.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Outdoor-ready True Timber Kanati Camouflage pattern coats the aggressive bodywork that features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- This KingQuad features dual hydraulic front disc brakes and a sealed rear brake. The rear brake's clutch-type design is extremely durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on cast-aluminum wheels with a blacked-out, matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power.
- The engine's head and cylinder are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. The engine also features a balancer shaft for smooth operation.
- The compact four-valve cylinder head has large intake valves and straight intake ports for superb cylinder charging efficiency. Screw and nut valve lash adjusters simplify maintenance.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- Advanced Suzuki Fuel Injection improves throttle response and fuel efficiency while delivering power consistently across the full rev-range and improves engine starting in all conditions.
- The KingQuad achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- A high-capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- Covered in realistic True Timber Kanati Camouflage the angular bodywork features high-clearance fenders that offer protection for the rider.
- The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
- To increase rider comfort, make the ATV easier to ride on any terrain, and increase towing capacity, the KingQuad's frame has thick-wall tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for reduced effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The KingQuad's advanced electric power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to help provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires on lightweight, cast aluminum wheels have a special blacked-out finish. Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for speedometer, odometer, twin trip meter, hour meter, clock, fuel level, riding range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- The high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment, providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.
- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The handguards (knuckle guards) help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- Full floorboards with integrated raised footpegs helps shield the rider from the elements.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- This KingQuad includes a ball mount, a hitch pin, and an R-clip so it's easy to setup your ATV for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	493cc (30.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, OHC single cylinder
Bore x Stroke:	87.5 mm x 82.0 mm (3.40 in. x 3.20 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	940 mm (37.0 in.)
Curb Weight:	322 kg (710 lb.)
	323 kg (712 lb.) CA model

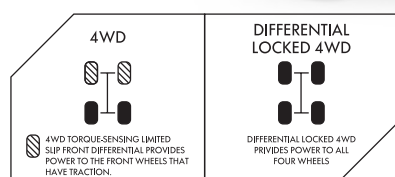
WARRANTY

Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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KINGQUAD 500AXi POWER STEERING SE



OVERVIEW

The KingQuad 500AXi Power Steering SE is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 KingQuad 500AXi Power Steering SE helps tackle challenging terrain with the capabilities that only a KingQuad possesses.

KINGQUAD

4x4 500AXi



Armored Blue Gray

2025

KEY FEATURES

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power. The engine is canted forward for a low center of gravity, resulting in reduced engine height and lower seat height.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Molded in stunning Armored Blue Gray color, the aggressive bodywork features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- This KingQuad features dual hydraulic front disc brakes and a sealed rear brake. The rear brake's clutch-type design is extremely durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on cast-aluminum wheels with a blacked-out, matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 493cc, SOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to produce a wide powerband with strong top-end power.
- The engine's head and cylinder are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. The engine also features a balancer shaft for smooth operation.
- The compact four-valve cylinder head has large intake valves and straight intake ports for superb cylinder charging efficiency. Screw and nut valve lash adjusters simplify maintenance.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- Advanced Suzuki Fuel Injection improves throttle response and fuel efficiency while delivering power consistently across the full rev-range and improves engine starting in all conditions.
- The KingQuad achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- A high-capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- Covered in distinctive Armored Blue Gray color, the angular bodywork features high-clearance fenders that offer protection for the rider from flying debris. The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
- To increase rider comfort, make the ATV easier to ride on any terrain, and increase towing capacity, the KingQuad's frame has thick-wall tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for reduced effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The KingQuad's advanced electric power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to help provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires on lightweight, cast aluminum wheels have a special blacked-out finish. Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for speedometer, odometer, twin trip meter, hour meter, clock, fuel level, riding range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- The high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment, providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.
- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The handguards (knuckle guards) help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- Full floorboards with integrated raised footpegs helps shield the rider from the elements.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- This KingQuad includes a ball mount, a hitch pin, and an R-clip so it's easy to setup your ATV for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	493cc (30.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, OHC single cylinder
Bore x Stroke:	87.5 mm x 82.0 mm (3.40 in. x 3.20 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	940 mm (37.0 in.)
Curb Weight:	322 kg (710 lb.)
	323 kg (712 lb.) CA model

WARRANTY

Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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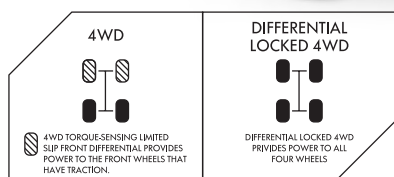
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KINGQUAD

4x4 750AXI

KINGQUAD 750AXI



OVERVIEW

The KingQuad 750AXI is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 KingQuad 750AXI helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



Terra Green



Flame Red

2025

KEY FEATURES

- The 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine delivers strong low- to mid-range torque and impressive peak horsepower. The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system helps create a compact engine.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Available in Flame Red or Terra Green, the bold, angular bodywork features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- This KingQuad features dual hydraulic front disc brakes and a sealed rear brake. The rear brake's clutch-type design is extremely durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks can accept Suzuki's accessory high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to deliver stout low- to mid-range torque as well as impressive peak power.
- The engine's high-capacity oil pump delivers a strong flow of cooling oil to the piston oil jet system to help increase engine durability.
- The cylinder and head are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. High-mount air intake avoids water and debris.
- The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system creates a compact cylinder head.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- The engine also features dual balancer shafts for smooth operation.
- Advanced Suzuki Fuel Injection provides superb throttle response and fuel efficiency while delivering power consistently across the full rev-range. It also improves engine starting in all conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad easily achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- Carefully selected CVT spring and weight calibration provides smooth and strong acceleration from stops and matches the engine's performance to the chassis' high towing capacity.
- The CVT tuning provides controlled engine braking to boost rider confidence and comfort during downhill riding.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- To increase rider comfort, make the ATV easier to ride, and increase towing capacity, the KingQuad's frame has thick-wall frame tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for low effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The bold, angular bodywork features high-clearance fenders that offer great protection for the rider from flying debris. The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
- Riders can choose between Suzuki legacy bodywork colors of Flame Red or Terra Green.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.
- Full floorboards with integrated raised footpegs helps shield the rider from the elements.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for the speedometer, odometer, twin trip meter, hour meter, clock, fuel level, riding range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- A high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.



UTILITY/CONVENIENCE CONT.

- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks can accept Suzuki's accessory carrier covers that shield cargo from wear while enhancing the quad's appearance. These optional high-impact plastic covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- Optional accessory handguards (knuckle covers) can be installed to help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- Suzuki offers an accessory ball mount, hitch pin, and R-clip making it easy to setup your KingQuad for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.

2025



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	722cc (44.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, DOHC single cylinder
Bore x Stroke:	104.0 mm x 85.0 mm (4.094 in. x 3.346 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	320 kg (705 lb.)
	321 kg (708 lb.) CA model

WARRANTY

Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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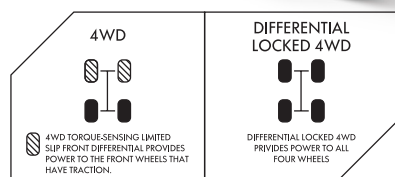
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KINGQUAD

4x4 750AXI

KINGQUAD 750AXi POWER STEERING



OVERVIEW

The KingQuad 750AXi Power Steering is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 KingQuad 750AXi Power Steering helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



Beige



Terra Green



Flame Red

2025

KEY FEATURES

- The 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine delivers strong low- to mid-range torque and impressive peak horsepower. The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system helps create a compact engine.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Available in Flame Red, Terra Green, or Desert Beige, the bold, angular bodywork features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- The dual hydraulic front disc brakes provide consistent braking performance, while the sealed rear brake's clutch-type design is highly durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to deliver stout low- to mid-range torque as well as impressive peak power.
- The engine's high-capacity oil pump delivers a strong flow of cooling oil to the piston oil jet system to help increase engine durability.
- The cylinder and head are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. High-mount air intake avoids water and debris.
- The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system creates a compact cylinder head.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- The engine also features dual balancer shafts for smooth operation.
- Advanced Suzuki Fuel Injection provides superb throttle response and fuel efficiency while delivering power consistently across the full rev-range. It also improves engine starting in all conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad easily achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- Carefully selected CVT spring and weight calibration provides smooth and strong acceleration from stops and matches the engine's performance to the chassis' high towing capacity.
- The CVT tuning provides controlled engine braking to boost rider confidence and comfort during downhill riding.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- To increase rider comfort, make the ATV easier to ride, and increase towing capacity, the KingQuad's frame has thick-wall frame tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for low effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The KingQuad's advanced electric power steering system has higher capacity than the prior generation for significantly reduced steering effort while helping damp vibration and jolts to the rider.
- The bold, angular bodywork features high-clearance fenders that offer great protection for the rider from flying debris. The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
- Riders can choose between Suzuki legacy bodywork colors of Flame Red or Terra Green or select bodywork in the outdoor-ready Desert Beige color.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on strong steel wheels with a durable, powder-coated matte black finish.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.
- Full floorboards with integrated raised footpegs help shield the rider from the elements.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for the speedometer, odometer, twin trip meter, hour meter, clock, fuel level, riding range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- A high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.

Continued...



UTILITY/CONVENIENCE CONT.

- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The handguards (knuckle covers) help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- This KingQuad includes a ball mount, hitch pin, and R-clip making it easy to setup your ATV for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.

2025



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	722cc (44.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, DOHC single cylinder
Bore x Stroke:	104.0 mm x 85.0 mm (4.094 in. x 3.346 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	329 kg (725 lb.) 330 kg (728 lb.) CA model

WARRANTY

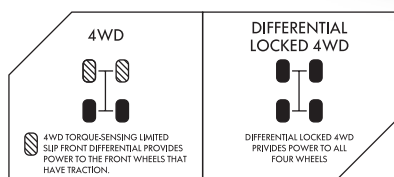
Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. Suzuki KingQuad ATVs may be used only by those aged 16 and older. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the nearest ATV skills course, call the SVIA at 1-800-852-5344, and we will even pay for the training. Along with concerned conservationists everywhere, Suzuki urges you to Tread Lightly!® on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 KingQuad 750AXi Power Steering limited warranty covers a period of 24 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it's easy to afford and equip the machine that's perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks. © 2025 Suzuki Motor USA, LLC



KINGQUAD
4x4 750AXi

KINGQUAD 750AXi POWER STEERING SE CAMO



OVERVIEW

The KingQuad 750AXi Power Steering SE Camo is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. Ready for outdoor adventure, the 2025 KingQuad 750AXi Power Steering SE Camo helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



True Timber Kanati

2025

KEY FEATURES

- The 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine delivers strong low- to mid-range torque and impressive peak horsepower. The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system helps create a compact engine.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- The bold, angular bodywork is coated in the outdoor-ready True Timber Kanati Camouflage pattern and features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- The dual hydraulic front disc brakes provide consistent braking performance, while the sealed rear brake's clutch-type design is highly durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on cast-aluminum wheels with a blacked-out, matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to deliver stout low- to mid-range torque as well as impressive peak power.
- The engine's high-capacity oil pump delivers a strong flow of cooling oil to the piston oil jet system to help increase engine durability.
- The cylinder and head are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. High-mount air intake avoids water and debris.
- The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system creates a compact cylinder head.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- The engine also features dual balancer shafts for smooth operation.
- Advanced Suzuki Fuel Injection provides superb throttle response and fuel efficiency while delivering power consistently across the full rev range. It also improves engine starting in all conditions.
- A highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad easily achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with a large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- Carefully selected CVT spring and weight calibration provides smooth and strong acceleration from stops and matches the engine's performance to the chassis' high towing capacity.
- The CVT tuning provides controlled engine braking to boost rider confidence and comfort during downhill riding.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- Covered in realistic True Timber Kanati Camouflage the angular bodywork features high-clearance fenders that offer great protection for the rider from flying debris. The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
- To increase rider comfort, make the ATV easier to ride, and increase towing capacity, the KingQuad's frame has thick-wall frame tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for low effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The KingQuad's advanced electric power steering system has higher capacity than the prior generation for significantly reduced steering effort and helps damp vibration and jolts to the rider.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.
- High traction 25-inch Carlisle® tires are mounted on lightweight, cast aluminum wheels with a special blacked-out finish.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for the speedometer, odometer, twin trip meter, hour meter, clock, fuel level, riding range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- A high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.

UTILITY/CONVENIENCE CONT.

- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The handguards (knuckle covers) help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- Full floorboards with integrated raised footpegs help shield the rider from the elements.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- Included with this KingQuad is a ball mount, hitch pin, and R-clip making it easy to setup your ATV for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	722cc (44.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, DOHC single cylinder
Bore x Stroke:	104.0 mm x 85.0 mm (4.094 in. x 3.346 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	327 kg (721 lb.)
	328 kg (723 lb.) CA model

WARRANTY

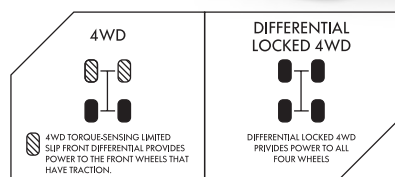
Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Always supervise young riders. Take a riding skills course. For the nearest ATV skills course, call the SVIA at 1-800-852-5344, and we'll even pay for the training. Along with concerned conservationists everywhere, Suzuki urges you to Tread Lightly! ® on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 KingQuad 750AXi Power Steering SE Camo limited warranty covers a period of 24 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it's easy to afford and equip the machine that's perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks.

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KINGQUAD 750AXi POWER STEERING SE



OVERVIEW

The KingQuad 750AXi Power Steering SE is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 KingQuad 750AXi Power Steering SE helps tackle challenging terrain with the capabilities that only a KingQuad possesses.

KINGQUAD

4x4 750AXi



Armored Blue Gray

2025

KEY FEATURES

- The 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine delivers strong low- to mid-range torque and impressive peak horsepower. The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system helps create a compact engine.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- The bold, angular bodywork is molded in a stunning Armored Blue Gray color and features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- The dual hydraulic front disc brakes provide consistent braking performance, while the sealed rear brake's clutch-type design is highly durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on cast-aluminum wheels with a blacked-out, matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to deliver stout low- to mid-range torque as well as impressive peak power.
- The engine's high-capacity oil pump delivers a strong flow of cooling oil to the piston oil jet system to help increase engine durability.
- The cylinder and head are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. High-mount air intake avoids water and debris.
- The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system creates a compact cylinder head.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- The engine also features dual balancer shafts for smooth operation.
- Advanced Suzuki Fuel Injection provides superb throttle response and fuel efficiency while delivering power consistently across the full rev range. It also improves engine starting in all conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad easily achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with a large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- Carefully selected CVT spring and weight calibration provides smooth and strong acceleration from stops and matches the engine's performance to the chassis' high towing capacity.
- The CVT tuning provides controlled engine braking to boost rider confidence and comfort during downhill riding.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- Covered in distinctive Armored Blue Gray color the angular bodywork features high-clearance fenders that offer great protection for the rider from flying debris. The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
- To increase rider comfort, make the ATV easier to ride, and increase towing capacity, the KingQuad's frame has thick-wall frame tubes and reinforced brackets in key areas.
- The base steering characteristics are tuned to an "under-steer" condition for low effort and tighter turning in tight conditions. This permits higher, more comfortable handlebars to be used.
- The KingQuad's advanced electric power steering system has higher capacity than the prior generation for significantly reduced steering effort and helps damp vibration and jolts to the rider.
- Independent double A-arm front suspension (6.7 inches of wheel travel) includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- Fully independent, A-arm/I-beam rear suspension with 7.7 inches of wheel travel includes large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
- The dual hydraulic front disc brakes combine high-friction brake pad material, fluid lines, and a lever ratio to provide ample braking performance.
- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on lightweight, cast aluminum wheels with a special blacked-out finish.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
- The low-draw and bright LED taillight helps make the ATV visible in dark conditions while conserving power.
- The multi-function instrument panel has excellent appearance and visibility and provides service reminders based on running time or mileage. The instrumentation includes LCD readouts for the speedometer, odometer, twin trip meter, hour meter, clock, fuel level, riding range, and drive mode. There are LED indicators for high, low, neutral, reverse, 2WD/4WD, and differential-locked 4WD and LED cautions for fuel injection and engine temperature.
- A high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.



UTILITY/CONVENIENCE CONT.

- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
- The new handguards (knuckle covers) help protect the rider's hands from the elements and are styled to match the KingQuad's bodywork.
- Full floorboards with integrated raised footpegs help shield the rider from the elements.
- The receiver-type trailer hitch mount makes it easy to select the type of equipment you want to move with the KingQuad's higher towing capacity (up to 1322 pounds).
- This KingQuad includes a ball mount, a hitch pin, and an R-clip so it's easy to setup your ATV for towing (a trailer ball or hook is not included).
- Winch-ready mounts and wire conduit make winch installation simple.

2025



ADDITIONAL

- Suzuki's 24-month limited warranty is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- A variety of Genuine Suzuki Accessories are available, including winches, windshield, front and rear bumpers, quick-release snowplow, aluminum skid pans, rack extensions, utility box, and more.
- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	722cc (44.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, DOHC single cylinder
Bore x Stroke:	104.0 mm x 85.0 mm (4.094 in. x 3.346 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	327 kg (721 lb.)
	328 kg (723 lb.) CA model

WARRANTY

Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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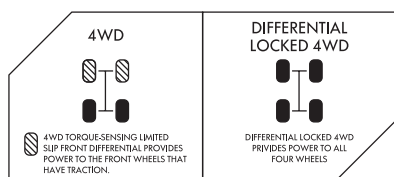
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KINGQUAD

4x4 750AXi

KINGQUAD 750AXi POWER STEERING SE+



OVERVIEW

The KingQuad 750AXi Power Steering SE+ is not just an ATV, it's a KingQuad ATV. Suzuki, the inventor of the 4-wheel ATV, has created the world's best sports-utility quad with bold styling plus more capability and reliability than ever before. The legacy of the iconic KingQuad remains fresh and exciting and is ready for riders to join its history. The 2025 KingQuad 750AXi Power Steering SE+ helps tackle challenging terrain with the capabilities that only a KingQuad possesses.



Cast Carbon

2025

KEY FEATURES

- The 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine delivers strong low- to mid-range torque and impressive peak horsepower. The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system helps create a compact engine.
- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/ low range selection. Its advanced engine-braking system helps reduce speed when riding downhill.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.
- The electronic power steering system has higher capacity than the prior generation for significantly reduced steering effort that also damps vibration and jolts to the rider.
- To increase rider comfort and towing capacity the KingQuad's frame has thick-wall steel tubes and reinforced brackets in key areas.
- Independent double A-arm front suspension (6.7 inches of wheel travel) and the fully independent, A-arm/I-beam rear suspension (7.7 inches of wheel travel) use four large diameter, gas-charged shock absorbers with five-way spring preload adjustment.
- The bold, angular bodywork is coated with the unique Cast Carbon pattern and features high-clearance fenders that offer great protection for the rider. Refined panels simplify maintenance needs, such as oil level checks and fuel and air filter service.
- The dual hydraulic front disc brakes provide consistent braking performance, while the sealed rear brake's clutch-type design is highly durable with reduced unsprung weight and minimal maintenance requirements.
- High traction 25-inch Carlisle® tires are mounted on cast-aluminum wheels with a blacked-out, matte black finish.
- The 35-watt handlebar-mounted headlight and dual, fender mounted 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork. The multi-function instrument panel has excellent visibility and provides service reminders based on running time or mileage.
- The rugged front and rear steel-tube cargo racks have high-impact plastic carrier covers that shield cargo from wear. The standard receiver-type trailer hitch receiver and hitch mount makes it easy to move equipment with the KingQuad's generous towing capacity (up to 1322 pounds).
- Each new KingQuad is supplied with a two-year Limited Warranty, that is much longer than other ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The powerful, 722cc, DOHC, single-cylinder, liquid-cooled, four-stroke engine is tuned to deliver stout low- to mid-range torque as well as impressive peak power.
- The engine's high-capacity oil pump delivers a strong flow of cooling oil to the piston oil jet system to help increase engine durability.
- The cylinder and head are canted forward for a low center of gravity, resulting in reduced engine height and lower seat height. High-mount air intake avoids water and debris.
- The four-valve cylinder head has large 36mm intake valves and straight ports for superb cylinder charging efficiency. A sportbike-derived chain-and-gear camshaft drive system creates a compact cylinder head.
- A lightweight aluminum cylinder uses SCEM (Suzuki Composite Electrochemical Material) coating for excellent heat transfer and ring sealing, resulting in superb combustion chamber efficiency.
- The engine also features dual balancer shafts for smooth operation.
- Advanced Suzuki Fuel Injection provides superb throttle response and fuel efficiency while delivering power consistently across the full rev range. It also improves engine starting in all conditions.
- Highly efficient iridium spark plug helps deliver outstanding acceleration, high fuel efficiency and durability.
- The KingQuad easily achieves US emissions compliance, including California models that conform to the state's stringent evaporative emissions standard and are eligible for California off-highway vehicle (OHV) registration.
- High-capacity aluminum radiator with a large diameter, thermostatically controlled cooling fan provides stable engine operating temperature.

TRANSMISSION

- The Quadmatic™ CVT-type automatic transmission provides versatility and convenience with a fender-mounted gate-type shifter for high/low range selection. Its advanced engine-braking system minimizes free-wheeling with the throttle off to help reduce speed when riding downhill.
- Carefully selected CVT spring and weight calibration provides smooth and strong acceleration from stops and matches the engine's performance to the chassis' high towing capacity.
- The CVT tuning provides controlled engine braking to boost rider confidence and comfort during downhill riding.
- A compact torque-sensing limited-slip front differential offers potent traction plus light steering. A differential-lock system provides serious 4WD traction.
- Handlebar-mounted push-button controls permit easy selection between 2WD, 4WD, and differential-lock 4WD. An override button on the left handlebar can be used to override the normal speed limiter when getting out of mud.

CHASSIS

- Coated with a Cast Carbon pattern finish, the bold, angular bodywork features high-clearance fenders that offer great protection for the rider from flying debris.
- The body panels were designed to simplify maintenance needs, such as oil level checks and fuel and air filter service.
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- A large diameter rear stabilizer bar with compliant bushings helps control body movement while reducing shocks to the rider.
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- The sealed, multi-plate rear brake system's foot brake lever ratio helps provide consistent performance. The rear brake's clutch-type design is highly durable, has reduced unsprung weight, and minimal maintenance requirements.
- Suzuki's plush T-shaped seat delivers rider mobility during spirited or difficult terrain riding.
- Polyethylene skid plates provide protection with minimal resistance over rocks and rough terrain. Durable plastic guards protect the front and rear half shafts.
- High traction 25-inch Carlisle® tires are mounted on lightweight, cast aluminum wheels with a special blacked-out finish.

UTILITY/CONVENIENCE

- The 35-watt handlebar-mounted headlight illuminates the trail in the direction you are steering the ATV. Dual 35-watt headlights (with high- and low-beam settings) are part of the KingQuad's distinctive bodywork.
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- A high-output, three-phase charging system feeds an 18-amp maintenance-free battery for abundant power for easy starting and accessory use. A sealed 12V accessory outlet is standard.
- The large 4.6-gallon (17.5 L) fuel tank is positioned for a low center of gravity. It includes a vacuum-operated petcock and a ratchet-style filler cap (which prevents overtightening so it can be easily unscrewed for refilling).
- A large 4.0-liter storage compartment is centrally located at the rear of the ATV adjacent to the 4.0-liter left-side compartment providing generous cargo capacity. The 2.8-liter water-resistant front storage compartment includes an easy-access screw-on cap.



UTILITY/CONVENIENCE CONT.

- The rugged front and rear steel-tube cargo racks have wrinkle paint finish for durability and scratch resistance.
- The cargo racks have high-impact plastic covers to shield cargo from wear while enhancing the quad's appearance. The covers are easily removable for mounting of Suzuki accessories or other gear directly to the cargo racks.
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2025



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- Minimum rider age: 16 years old
- For more details, please visit www.SuzukiCycles.com.



SPECIFICATIONS

ENGINE

Engine:	722cc (44.1 cubic in.), 4-stroke, liquid-cooled, 4-valve, DOHC single cylinder
Bore x Stroke:	104.0 mm x 85.0 mm (4.094 in. x 3.346 in.)
Compression Ratio:	9.9:1
Fuel System:	Suzuki electronic fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	Automatic variable ratio (V-belt), with high/low range, and reverse
Driven Wheels:	2WD, 4WD, and 4WD differential lock
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Suspension, Rear:	Independent, double wishbone, coil spring, gas charged and oil damped with 5-way preload adjustable shock absorbers
Brake, Front:	Disc brakes, twin rotors
Brake, Rear:	Sealed oil-bathed multi-disc
Tire, Front:	AT25 x 8-12**, tubeless type x 2
Tire, Rear:	AT25 x 10-12**, tubeless type x 2
Fuel Tank Capacity:	17.5 L (4.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 35/35W x 2 fender-mounted, 12V 35W x 1 handlebar-mounted
Tail Light:	LED

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	1215 mm (47.8 in.)
Overall Height:	1285 mm (50.6 in.)
Wheelbase:	1285 mm (50.6 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	327 kg (721 lb.)
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WARRANTY

Warranty:	24-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. Suzuki KingQuad ATVs may be used only by those aged 16 and older. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take a riding skills course. For the nearest ATV skills course, call the SVIA at 1-800-852-5344, and we will even pay for the training. Along with concerned conservationists everywhere, Suzuki urges you to Tread Lightly!® on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 KingQuad 750AXi Power Steering SE+ limited warranty covers a period of 24 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it's easy to afford and equip the machine that's perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model names are Suzuki trademarks or registered trademarks. © 2025 Suzuki Motor USA, LLC



QuadSport Z50

QUADSPORT Z50



The QuadSport Z50 is not eligible for sale in California per California Air Resource Board (CARB) regulations.

OVERVIEW

The 2025 QuadSport Z50 is designed for adult-supervised riders ages six and older and includes features that make learning to ride fun. With an emphasis on adult control, this quad features a throttle limiter to control engine output, a tether switch to remotely shut off the ignition, and a keyed main switch that prevents unauthorized use. Adjustable hand controls, an automatic transmission, full floorboards, and a low seat height help make sure beginning riders will enjoy active convenience and control. To sum it up, the QuadSport Z50 is packed with quality, rider-friendly features, and style, making it the perfect choice for younger riders.



Champion Yellow No. 2

2025

KEY FEATURES

- Compact, durable, 49cc, single cylinder, air-cooled engine has easy electric starting, plus back-up recoil starter. This clean-burning, four-stroke engine complies with Environmental Protection Agency (EPA) emissions regulations.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting.
- Strong steel frame has an independent swingarm front suspension with coil-over shock absorbers and a single-shock rear suspension that provides long wheel travel for the one-piece, seven-inch wheels with tubeless tires that deliver a smooth, comfortable ride.
- A keyed ignition switch lets adults decide when the action begins and ends. A remote, tether-type engine stop switch allows adult supervisors to instantly shut down the engine when necessary.
- Modern styling with full floorboards and a big Quad look features Suzuki Champion Yellow No. 2 bodywork with black and red graphics. The T-shaped seat height is just 21.1 inches making it easier for the rider to get on the ATV and operate it with confidence.

ENGINE

- Compact, 49cc, four-stroke, single cylinder, air-cooled engine is designed for durability and minimal maintenance.
- Efficient, push-rod valve train lets the engine operate quietly. Easy-access oil filter and filler cap simplify service.
- The clean-burning, four-stroke engine complies with Environmental Protection Agency (EPA) emissions regulations.
- Includes an easy electric starting system plus a standard back-up recoil starter.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting.
- A keyed ignition switch lets adult supervisors decide when the action begins and ends.
- Simple screw-type throttle limiter allows adult supervisors to limit the maximum power delivery to suit the rider's ability.
- Remote, tether-type engine stop switch allows adult supervisors to instantly shut down the engine when necessary.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.
- Suitable capacity 0.7-gallon (2.7-liter) fuel tank for long riding time combined with a vacuum fuel petcock that automatically stops fuel flow when the engine's not running.

CHASSIS

- Child-size (Y-6) controls.
- Strong, high-rigidity steel frame is sturdy and compact.
- Independent swingarm front suspension with coil-over shock absorbers and a single-shock rear suspension provide long wheel travel for a smooth, comfortable ride.
- Braking is provided through large-diameter, semi-sealed front drum brakes and single fully sealed rear drum brake.
- Modern styling with full floorboards and a big Quad look features brilliant yellow bodywork with black and red graphics.
- Faux headlamp on front fender mimics the sporty look of the QuadSport Z400.
- One-piece, seven-inch wheels with tubeless tires help provide a smooth comfortable ride.
- Low seat height of just 21.1 inches helps make it easier for the rider to get on the ATV and operate it with confidence.
- The QuadSport Z50's seat is like the QuadSport Z400's T-shaped design for smooth weight transition and a comfortable ride. The seat is easy to remove for service. Textured seat cover complements the ATV's graphics package.
- Competition-inspired bodywork features the Suzuki Champion Yellow color scheme.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for QuadSport owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki's 12-month limited warranty is double the length of most other youth ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- Minimum rider age: 6 years old
- For more details, please visit www.suzukicycles.com.

** ATVs are not toys. Serious injury or death can result from improper use of ATVs. Your youngster's safety will depend on you taking a "Safety First" approach to ATV riding.*

The QuadSport Z50 may be used only by those aged 6 and older. Always supervise riders under the age of 16. All other Suzuki ATVs may be used only by those aged 16 and older. Even though your child may be the right age, you need to be sure that he or she has the size, strength, skills, and judgment to operate the ATV safely. The SVIA publication "Parents, Youngsters & ATVs" (included with products and available through your dealer) contains guidelines that can help you determine if your child is ready to ride an ATV.

QuadSport Z50

SPECIFICATIONS

ENGINE

Engine:	49cc, 4-stroke, air-cooled, single cylinder
Bore x Stroke:	36.0 mm x 48.6 mm (1.417 in. x 1.913 in.)
Compression Ratio:	8.4:1
Fuel System:	Mikuni® VM13, single carburetor
Starter:	Electric and back-up recoil
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	CVT automatic
Driven Wheels:	2WD
Final Drive:	Chain, DID® 415, 82 links

CHASSIS

Suspension, Front:	Independent, swing axle, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Twin drum brakes
Brake, Rear:	Single drum brake
Tire, Front:	AT16 × 8-7, tubeless type x 2
Tire, Rear:	AT16 × 8-7, tubeless type x 2
Fuel Tank Capacity:	2.7 L (0.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
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DIMENSIONS

Overall Length:	1270 mm (50.0 in.)
Overall Width:	760 mm (29.9 in.)
Overall Height:	765 mm (30.1 in.)
Wheelbase:	830 mm (32.7 in.)
Ground Clearance:	120 mm (4.7 in.)
Seat Height:	535 mm (21.1 in.)
Curb Weight:	79 kg (174 lb.)

WARRANTY

Warranty:	12-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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QuadSport **Z90**

QUADSPORT Z90



OVERVIEW

The 2025 Suzuki QuadSport Z90 is the ideal ATV for adult-supervised riders ages 12 and older to develop their off-road riding skills. Convenient features like an automatic transmission and electric starter help make this ATV easy to operate. To help young beginners grow into accomplished ATV riders, the Z90 includes a keyed ignition switch and throttle limiter to adjust engine performance to the operator's skill level.

Get young riders started on the QuadSport Z90, so the whole family can experience the fun of the outdoors and the joy of riding a Suzuki!



Champion Yellow No. 2

2025

KEY FEATURES

- Compact and durable, 90cc, single cylinder, air-cooled engine has an easy electric starting system plus a standard backup recoil starter. This clean-burning, four-stroke engine complies with Environmental Protection Agency (EPA) emissions regulations.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting. Speed-limiter collar in the automatic clutch limits top speed to 15 mph and can be removed to increase top speed as the rider gains ability.
- Single A-arm front suspension with twin, independent shock absorbers and single-shock rear suspension provides long wheel travel for the one-piece, eight-inch wheels with tubeless tires that provide a smooth, comfortable ride.
- A keyed ignition switch lets supervising adults decide when the action begins and ends. A simple, screw-type throttle limiter allows adult supervisors to limit the maximum power delivery to suit the rider's ability.
- Modern styling with full floorboards and a big Quad look features Suzuki Champion Yellow No. 2 bodywork with black and red graphics. The T-shaped seat has a height of just 25.6 inches making it easy for the rider to get on and operate the ATV.

ENGINE

- Compact, 90cc, four-stroke, single-cylinder, air-cooled engine is designed for durability and minimal maintenance.
- Suzuki Composite Electrochemical Material (SCEM) cylinder, derived from Suzuki's high-performance, GSX-R sportbikes, provides durability, weight reduction, and superior heat dissipation.
- Smooth running, multi-plate cam chain lets the engine operate quietly. Easy-access oil filter and oil strainer cap reduce service time.
- Clean-burning four-stroke engine complies with federal Environmental Protection Agency (EPA) emissions regulations.
- The 2025 QuadSport Z90 is eligible for California Off-Road vehicle registration.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.
- Large 1.6-gallon (6.0-liter) fuel tank provides long riding time. A vacuum-operated fuel petcock automatically stops fuel flow when the engine's not running.
- A keyed ignition switch lets supervising adults decide when the action begins and ends.
- Simple, screw-type throttle limiter allows adult supervisors to limit the maximum power delivery to suit the rider's ability.
- Speed-limiter collar in the automatic clutch limits top speed to 15 mph. The collar can be removed to increase top speed as the rider gains ability.
- Includes an easy electric starting system plus a standard backup recoil starter.
- Smooth-running CVT automatic transmission provides effortless operation and allows the rider to focus on riding instead of shifting.

CHASSIS

- Child-size (Y-12) controls allow for straightforward operation.
- Single A-arm front suspension with twin, independent shock absorbers and single-shock rear suspension provide long wheel travel for a smooth, comfortable ride.
- Rear axle shaft has double oil seals for performance and reliability.
- Headlamp style front piece is detachable to achieve the sporty look of the QuadSport Z400.
- Modern styling with full floorboards blends to create a big Quad look that youth riders will admire.
- Front, side, and rear reflectors help improve the ATV's visibility to other riders.
- Large-diameter, semi-sealed front drum brakes, and single fully-sealed rear drum brake help provide strong braking performance.
- One-piece, eight-inch wheels with tubeless tires provide a smooth, comfortable ride.
- Strong, high-rigidity steel frame is sturdy and compact.
- The low seat height of just 25.6 inches makes it easy for the rider to mount and operate the ATV.
- Suzuki T-shaped seat design for smooth weight transition and a comfortable ride.
- Easy to remove for service, the seat has a durable black cover that complements the ATV's graphics package.
- Competition-inspired Champion Yellow No. 2 body and fenders with blue, black, and red graphics.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for QuadSport owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki's 12-month limited warranty is double the length of most other youth ATV warranties. Longer coverage and other benefits are available through Suzuki Extended Protection (SEP).
- Minimum rider age: 12 years old
- For more details, please visit www.suzukicycles.com.

**ATVs are not toys. Serious injury or death can result from improper use of ATVs. Your youngster's safety will depend on you taking a "Safety First" approach to ATV riding.*

The QuadSport Z90 may be used only by those aged 12 and older. Always supervise riders under the age of 16. All other Suzuki ATVs may be used only by those aged 16 and older. Even though your child may be the right age, you need to be sure that he or she has the size, strength, skills, and judgment to operate the ATV safely. The SVIA publication "Parents, Youngsters & ATVs" (included with products and available through your dealer) contains guidelines that can help you determine if your child is ready to ride an ATV.

QuadSport Z90

SPECIFICATIONS

ENGINE

Engine:	90cc, 4-stroke, air-cooled, single cylinder, OHC
Bore x Stroke:	45.5 mm x 55.2 mm (1.791 in. x 2.173 in.)
Compression Ratio:	9.5:1
Fuel System:	Mikuni® VM16, single carburetor
Starter:	Electric and back-up recoil
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Dry shoe, automatic, centrifugal type
Transmission:	CVT automatic
Driven Wheels:	2WD
Final Drive:	Chain, RK®530, 60 links

CHASSIS

Suspension, Front:	Independent, swing axle, coil spring, oil damped
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Twin drum brakes
Brake, Rear:	Single drum brake
Tire, Front:	AT19 × 7-8, tubeless type x 2
Tire, Rear:	AT19 × 7-8, tubeless type x 2
Fuel Tank Capacity:	6.0 L (1.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
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DIMENSIONS

Overall Length:	1505 mm (59.3 in.)
Overall Width:	875 mm (34.4 in.)
Overall Height:	915 mm (36.0 in.)
Wheelbase:	1005 mm (39.6 in.)
Ground Clearance:	150 mm (5.9 in.)
Seat Height:	650 mm (25.6 in.)
Curb Weight:	127 kg (280 lb.)

WARRANTY

Warranty:	12-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-S1000GX

GSX-S1000GX+



OVERVIEW

The 2025 GSX-S1000GX+ bridges the gap between sport touring and adventure riding, offering a unique blend of performance, versatility, and comfort. With longer suspension travel and increased ground clearance, this Luxury Crossover excels on both smooth asphalt and less-than-ideal road surfaces. Advanced electronic features, such as the Suzuki Advanced Electronic Suspension (SAES) and Road Adaptive Stabilization (SRAS) system, provide unmatched comfort and confidence.

Powered by the legendary GSX-R1000-derived engine, the GX+ delivers thrilling performance with a refined ride. Its upright ergonomics, integrated luggage options, and premium styling make it the ultimate machine for riders seeking a sportbike that's ready for long-distance touring. From cobblestone streets to twisty mountain roads, the GSX-S1000GX+ is the pinnacle of crossover riding.



Metallic Triton Blue

2025

KEY FEATURES

- The 2025 GSX-S1000GX+ shares its core engine and chassis architecture with the Grand Touring GSX-S1000GT/GT+, plus the ergonomics and stance of the Adventure Touring V-STROM 1050 and debuts new features and advanced functions that position GX+ as Suzuki's innovative Luxury Crossover model. The GX+ provides superbike-level performance, confidence-inspiring technology, optimized comfort, and connectivity for a premium sport touring experience.
- The GSX-S1000GX+'s long suspension achieves a new level of performance through the introduction of the **Suzuki Advanced Electronic Suspension (SAES)** and by adopting the new, innovative **Suzuki Road Adaptive Stabilization (SRAS)** system. These technologies make the GX+ more comfortable and manageable on roads ranging from urban streets, concrete highways, and uneven, winding mountain roads.
- The GSX-S1000GX+'s **Suzuki Intelligent Ride System (S.I.R.S.)** is a comprehensive collection of advanced electronic rider assist systems. The GX+ is the first GSX-S motorcycle to adopt the **Suzuki Drive Mode Selector Alpha (SDMS-α)** system and includes these other new features:
 - **Smart TLR Control** utilizes the Suzuki Traction Control System with **Lift Limiter** and **Roll Torque Control**, aiding motorcycle performance under diverse and varying conditions.
 - **Active Damping Control** offers four electronically-controlled damping settings – Hard, Medium, Soft, and a customizable User setting – to best match the SDMS-α riding modes or the rider's chosen preference.
 - **Electronic Rear Suspension Preload Settings** offer a push-button choice of four modes to tune the shock absorber to the GX+'s current load requirements.
 - **Suzuki Road Adaptive Stabilization** activates automatically when riding on uneven surfaces to provide a smooth ride with a soft, controllable throttle response.
 - **Smart Cruise Control** continues to operate when using the Bi-directional Quick Shift system's clutch-free shifting, making the GX+ easier to operate on long rides.
- The GSX-S1000GX+ has a 6.5-inch full-color TFT LCD instrument panel that is easy to view and understand. Using the panel, the rider may easily tune the GX+'s S.I.R.S. settings, including the electronic suspension's Automatic and Manual Suspension Modes, and Active Damping Control Levels. In addition to keeping the rider fully aware of the bike's systems and operating status, the TFT panel uses Suzuki's mySPIN™ smartphone connectivity application to display maps, phone calls, contacts, and music library for excellent convenience and enjoyment.
- A high-performance 999cc, DOHC, liquid-cooled, in-line four-cylinder engine based upon Suzuki's championship-winning GSX-R architecture effortlessly powers the GSX-S1000GX+. Every aspect of its performance and durability has been refined to deliver pure, reliable power. The engine particularly shines in the mid- to high-RPM range that benefits a sport touring ride. Surprisingly quick with outstanding rideability, the GSX-S1000GX+ is planet-friendly by complying with worldwide emissions standards.
- Starting with an aluminum, twin-spar frame and a swingarm derived from GSX-R technology, including the innovative Suzuki Advanced Electronic Suspension (SAES) system and mix in the V-STROM 1050's peerless rider ergonomics, yields the GSX-S1000GX+'s chassis that is ideal for sport-oriented Crossover use. Suzuki's experience with Sport Touring and Adventure Touring models, coupled with its commitment to innovative engineering, makes the GSX-S1000GX+ Luxury Crossover easy and enjoyable to ride.

With over ten S.I.R.S. features, the GX+ allows riders to select the settings that best suit their level of skill and experience, the passenger or cargo load, and the road conditions.

ENGINE OVERVIEW

With a 998cc DOHC, liquid-cooled engine architecture honed and refined through years of road racing championships around the world, the GX+'s engine effortlessly powers this luxury crossover motorcycle. Every single aspect of its performance and durability has been refined to deliver pure, reliable power. The engine particularly shines in the mid- to high-RPM range that benefits a sport touring ride. Surprisingly quick with outstanding drivability, the GSX-S1000GX+ is planet-friendly by complying with worldwide emissions standards.

ENGINE

- The GSX-S1000GX+'s long-stroke GSX-R engine has been refined to produce a broad, smooth torque curve through the full rev-range, with increased peak horsepower.
 - The GSX-S1000GX+ provides predictable and controllable throttle response, with abundant top-end power to ensure the rider an exciting riding experience.
- Compared to the prior generation GSX-S1000 engine, the GX+'s camshaft profiles decrease lift and valve overlap, not only to improve emissions but balance the engine's performance and rideability.
 - The valve springs are calibrated to the unique camshafts to aid performance and improve durability.
- The cam chain tensioner and tension adjuster were designed with select materials to reduce friction and improve durability.
- Suzuki's legendary Twin Swirl Combustion Chamber (TSCC) design is machined into the cylinder head that, with the flat-top pistons, achieves an optimal 12.2:1 compression ratio that helps deliver a broad spread of power throughout the entire rev range.
- Aluminum pistons, engineered with the use of Finite Element Method (FEM) analysis, are cast for optimal rigidity and weight.
 - Ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.
 - Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The engine case finish presents a strong image of quality, while the design of the engine covers (clutch, stator, and drive sprocket) features a smooth shape and metal-like finish.
- Electronic throttle bodies are employed on the GSX-S1000GX+, so engine response is smoother and more controlled, especially when the rider is applying the throttle to accelerate out of a corner.
 - These Ride-by-Wire throttle bodies help provide precise control for the new Suzuki Drive Mode Selector - Alpha (SDMS- α), Suzuki Road Adaptive Stabilization (SRAS), Smart Cruise Control systems, and more.
 - Long-tip, 10-hole fuel injectors on each throttle body improve fuel atomization, while the automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle.
 - Compared to the GSX-S1000GT+, the GX+'s Accelerator Position Sensor (APS) play was adjusted to slightly increase the amount of force required to rotate the throttle grip for better feedback to the rider.
- The air cleaner's internal structure contributes to the GSX-S1000GX+'s strong engine performance while producing the exciting intake sound for which the GSX-S1000 models are renowned.
 - The air cleaner's external shape was created to match the large capacity fuel tank (5.0 US gallons).
- The GSX-S1000GX+'s stainless steel, 4-2-1 exhaust system has a centralized mass, under-chassis design with sharp looks, and an exciting note.
 - Behind the header pipes, the mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center-of-gravity, and good exhaust flow to help the engine deliver a strong low- to mid-range punch, with an exciting rush to redline.
- A Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the muffler, while the sculpted muffler has a pleasing appearance that is uncommon to under-chassis exhausts and creates an exciting, distinctive sound that will not overpower the rider's and passenger's senses.
 - With catalytic converters located in the mid-chamber, GSX-S1000GX+ riders can fit an EPA or CARB-compliant silencer.
- The digital ignition fires iridium-type spark plugs which increase spark strength and combustion efficiency, contributing to increased power, a more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- The fairing and radiator shrouds efficiently guide cooling air to the high-capacity, curved radiator.
 - A thermostatically controlled cooling fan helps ensure lower coolant temperatures when riding in slow-moving traffic. The design also deflects warm air away from the rider at speed.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on certain GSX-R models).

TRANSMISSION, CLUTCH & DRIVELINE OVERVIEW

Getting engine power to the road in a sure, controlled way is essential for a high-performance, sport-touring motorcycle. Suzuki arguably builds the best gearboxes in the industry, often referred to as “the standard other manufacturers should aspire to.” The transmission, clutch, and driveline of the GSX-S1000GX+ continue that tradition and include a responsive and precise quick-shift system for the best level of performance in the Sport Touring or Crossover categories.

TRANSMISSION, CLUTCH & DRIVELINE

- Like a GSX-R1000, the GSX-S1000GX+’s race-proven, six-speed, close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- When shifting with the clutch or using the Bi-directional Quick Shift system, the GX+’s precise shift linkage helps the rider easily and quickly select the best gear for the riding conditions.
 - The gearshift cam, shift shaft, and clutch release cam were designed to support the function of the Bi-directional Quick Shift system and still provide precise shifting action with superb feedback to the rider.
 - A unique shift sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system responds to the rider’s actions, as this design maintains precise shifting feel at the shift lever.
- The latest generation of the Suzuki Clutch Assist System (SCAS) clutch is fitted to the GSX-S1000GX+. More than ever before, the SCAS clutch increases plate pressure under acceleration, yet acts as a slipper clutch to smooth the engine response during engine braking and corner entry.
 - This large-diameter, wet, multi-plate clutch uses a precise, cable-activated release, providing the rider with a light pull and superb friction-point feel.
- The strong, 525 drive chain uses O-rings to preserve internal lubrication, so power is transmitted smoothly and quietly.

CHASSIS & SUSPENSION OVERVIEW

Because comfort and handling are vital to the Luxury Crossover riding experience, Suzuki placed an emphasis on every aspect of the GSX-S1000GX+’s chassis design. Starting with an aluminum, twin-spar frame and a swingarm derived from GSX-R technology, including the new Suzuki Advanced Electronic Suspension (SAES) system, and mix in the V-STROM 1050’s peerless rider ergonomics, yields the GSX-S1000GX+’s chassis that is ideal for sport-oriented Crossover use. Suzuki’s experience with Sport Touring and Adventure Touring models, coupled with its commitment to innovative engineering, makes the GSX-S1000GX+ Luxury Crossover easy and enjoyable to ride.

CHASSIS

- Suzuki’s proven, twin-spar aluminum frame helps to ensure nimble handling and great road-holding ability. The main spars are positioned straight from the steering head to the swingarm pivot, which promotes higher chassis rigidity and lighter weight.
- The GX+’s unique sub-frame design provides several benefits. It provides strong and secure attachment points for the side cases. Secondly, the short distance between the upper and lower rails makes it possible to increase the thickness of the rear seat for greater passenger comfort. Additionally, the exposed trellis design adds to the GSX-S1000GX+’s striking looks.
- The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000 and is ruggedly braced, which helps ensure great road-holding ability while enhancing its contemporary superbike looks.
- With more fork stroke and rear wheel travel than the GSX-S1000GT+, the GSX-S1000GX+ has an upright riding position like the V-STROM 1050 and thereby provides greater comfort, even when touring for long distances. The longer suspension can absorb larger bumps when riding over uneven road surfaces.

Model	Fork stroke	Rear wheel travel
GSX-S1000GX+	5.9 in. (150 mm)	5.9 in. (150 mm)
GSX-S1000GT	4.7 in. (120 mm)	5.1 in. (130 mm)
V-STROM 1050	6.3 in. (160 mm)	6.3 in. (160 mm)

See the **Suzuki Advanced Electronic Suspension (SAES)** features section for more information on the GSX-S1000GX+’s electronic suspension and its extraordinary capabilities.

- The taller suspension with its extended travel combines with the seat’s design to increase the distance between the rider’s hip point and foot point by 0.6 in. (15 mm), which increases comfort by reducing the amount of knee bend. This results in a comfortable upright riding position for touring long distances or heading out for a sporty run.

CHASSIS CONT.

- When developing the GX+'s ergonomically sound Crossover Touring riding position, the design team set the handlebar grips 2.16 in. (55 mm) closer to the rider than on the GSX-S1000GT. This allows the rider a more upright posture, which enhances comfort. Overall, the new cast aluminum handlebars are 2.0 in. (50 mm) wider and feature a 0.55 in. (14 mm) wider grip placement, making them comfortable to grasp while reducing steering effort.
- Unique to GSX-S1000 models, the lightweight TRP six-spoke, cast-aluminum wheels in black look great and contribute to the GSX-S1000GX+'s nimble handling and sporty performance.
- Like the tires fitted to the GSX-S1000GT grand tourer, Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front and a wide 190/50ZR17 at the rear) were custom-engineered to perform optimally on the GSX-S1000GX+, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
- These wheels and tires work in harmony with the front and rear settings for the Suzuki Advanced Electronic Suspension (SAES) to maximize comfort on long rides while helping to achieve the great grip, stability, and agility needed to support both long-distance touring and aggressive sport performance.
- The fuel tank boasts a capacity of 5.0 US gallons (19 L) with a design that makes it appear compact. Its large capacity combines with the engine's excellent fuel efficiency providing the GSX-S1000GX+ with a good riding range per tank of fuel.
- The dual, front brakes use a pair of Brembo Monobloc calipers, with four 32mm opposed pistons paired with fully floating 310mm stainless steel discs.
- The rear brake has a 240mm stainless steel disc with a Nissin single-piston caliper.
- The GSX-S1000GX+ is equipped with a compact Anti-lock Brake System (ABS)** to help match stopping force to the available traction.
- The GSX-S1000GX+ is fitted with a sturdy and practical standard-equipment rear carrier constructed of lightweight aluminum. Solid grab bars on each side of the carrier provide the passenger with a good place to grasp the motorcycle.
 - The grab bars were designed to not interfere when removing or installing the side cases.
 - Rear carrier load capacity: 13.2 lbs. (6.0 kg)
- The GSX-S1000GX+ is fitted with a matte black, tapered cast-aluminum floating handlebar. Rubber mounts in the upper fork clamp and handlebar brackets reduce the amount of vibration transmitted to the rider's hands, improving comfort on long rides or when touring.
 - The handlebar was specifically created for the GX+. This handlebar uses a thicker material for greater rigidity and features a 0.5 in. (14 mm) wider grip and an overall handlebar width of 34.5 in. (877 mm).
- The standard-equipment knuckle covers (hand guards) help protect the rider's hands from the elements, including rain, wind, and cold. The angular covers accentuate the visual appeal of the GSX-S1000GX+ as a serious Crossover model ready and capable for any journey.
- The handlebar-mounted mirrors feature rubber bushes to minimize vibration, so the rear view is clearer. The mirror design matches the GX+'s styling.
- The GSX-S1000GX+'s rider and passenger seats have a sporty design that also increases comfort on long rides. Both have a weather-resistant cover material that balances grip with freedom of movement.
 - The rider's seat shape further expands freedom of movement and has a foam cushion 0.6 in. (15 mm) thicker than the seat on the GSX-S1000GT+. With a flatter shape than the GT seat, the foam is also firmer for better support during long rides.
 - Rider seat height: 33.3 in. (845 mm).
 - Stepped to provide an unobstructed view over the rider's shoulder, the GX+'s pillion seat is wider by 1.0 in. (26 mm) and 0.4 in. (10 mm) thicker than the GT+'s seat. The seat's design boosts passenger comfort and integrates well with the rear rack's grab bar design that does not intrude into the passenger's seating area.
- Optional seats are available for the GSX-S1000GX+:
 - The Low Seat reduces the rider's seat height by approximately 0.6 in. (15 mm).
 - This low seat option features a sporty and attractive design that maximizes comfort on long rides. The seat is covered in a surface skin that helps provide positive grip and is shaped to offer freedom of movement when enjoying a sporty ride.
 - The Premium Seat features include a sporty and attractive design with a luxurious touch and a double-layer cushion construction that helps maximize comfort. Employing technology being used by Suzuki for the first time as either standard equipment or an accessory on a production model, the seat is constructed from two layers of molded urethane foam that differ in level of firmness.
 - The seat is engineered to let infrared rays penetrate, thereby helping to keep its surface 14% cooler+ compared to the original seat from the sun.
 - Red double-stitching around the upper seam gives the seat a custom handmade look that goes well with the GX+'s body color and further enhances the GX+'s sporty appeal.
- The aluminum pegs of both the rider and passenger footrests are covered with vibration-absorbing rubber. This reduces the vibration transmitted to the feet, which improves comfort, especially on long rides.
 - Both pairs of footrests are positioned lower, reducing bend at the rider's and passenger's knees and ankles, further improving comfort.
 - The rear footrest location provides ample clearance for the passenger's legs when the side cases are installed.
- The black finish on the footrest mounts, gear shifter, rear brake, and both hand levers match the performance nature of the motorcycle.
 - The front brake lever features a multi-step adjuster that permits quick modification of the lever's distance from the grip.
- The standard equipment center stand simplifies machine maintenance while offering another parking option for the GX+.

SUZUKI ADVANCED ELECTRONIC SUSPENSION (SAES)

- The GSX-S1000GX+ is a formidable Luxury Crossover model that combines the advantages of a long-stroke suspension with the benefits of electronic suspension performance. In fact, the GX+ is the first Suzuki motorcycle to adopt the Suzuki Advanced Electronic Suspension (SAES). Developed and supplied by SHOWA, the EERA® suspension is an electronic version of the SFF-CATM inverted telescopic fork and BFRC-lite® link-style single shock absorber.
 - The EERA® suspension uses vehicle and speed information from the IMU and wheel speed sensors, plus information from high-precision stroke sensors compactly integrated into both the front and rear suspension to instantly determine optimal damping by the suspension stroke speed and riding conditions. This nearly instantaneous electronic feedback and adjustment yields practically ideal ride quality.
 - Taking advantage of this technology are proprietary programs such as the Suzuki Floating Ride Control (SFRC) and Suzuki Velocity Dependent Control (SVDC) that are tuned to provide the GX+'s suspension mode (Hard/Medium/Soft) settings. This gives an extremely comfortable and controllable riding experience, offering a wide range of electronic control settings suitable for a Crossover motorcycle that can be used for sport riding or long-distance touring.
 - Additionally, SAES operates more intelligently than conventional systems because its basic settings are managed by SDMS-α's integrated riding modes, providing greater comfort that helps any rider to fully leverage the performance potential of the GX+.
- The Differences between Conventional and Electronic Suspension
 - On conventional (mechanical) suspension systems, the amount of damping can only be adjusted manually, and the amount of damping depends entirely on the amount of oil moved by the speed of the suspension's damping piston stroke.
 - In contrast, SAES adds an electronically controlled hydraulic valve to the damping force-generating unit, thereby electronically controlling the damping adjustment mechanism without compromising the basic performance of conventional mechanical suspension systems. This allows a wider range of variable damping force settings to better cover everything from sport riding to comfortable touring, and to better respond to varying load and road surface conditions.
- Suzuki Advanced Electronic Suspension (SAES) – Front
 - The right fork has a Stroke Sensor inside that measures the current piston position to the nearest 1/1000 of a millimeter and adjusts suspension damping 1000 times per second, according to the current stroke volume and stroke speed it senses.
 - The left fork leg contains the damping cartridge. An electronically operated solenoid valve on the left fork cap affects fluid flow to adjust both the rebound and compression damping force. The SAES continually adjusts the fork's damping force by changing the settings on the fly.
 - The fork does not have electronic spring preload adjustment (as does the rear shock absorber). Both the right and left fork legs contain coil springs, and the spring preload setting can be manually adjusted using an adjuster on the right fork axle holder.
- Suzuki Advanced Electronic Suspension (SAES) – Rear
 - Preload adjustment for the rear suspension is electronically controlled as the shock is equipped with a hydraulic spring collar that automatically changes the rear preload setting, allowing the setting for the rear suspension to be changed independently.
 - Visibly mounted under the subframe is a motor unit that can pressurize or release hydraulic fluid at the preload collar, changing the amount of spring preload. A stroke sensor monitors the spring's current position and is key to the shock spring's ability to change preload as directed by the motor unit.
 - An electronically operated solenoid valve on the shock body affects fluid flow to adjust both the rebound and compression damping force. The SAES continually adjusts the shock's damping force by changing the settings on the fly.
- Suspension Control Unit (SCU)
 - Mounted to the sub-frame, the SCU directly controls the fork and shock damping force solenoid valves and the shock spring preload motor unit. Using the information displayed on the TFT panel and adjusted using the left handlebar switch, the rider sends electronic suspension commands to the ECM where they are then influenced by the Internal Measurement Unit (IMU) and other sensors that are then transferred to the SCU that controls the suspension in real-time.
- Original Programs Integrated into SAES
 - There are some SAES functions that are included on the GSX-S1000GX+ due to the addition of an Internal Measurement Unit (IMU):
 - The Suzuki Floating Ride Control (SFRC); a program that further improves tracking and comfort in response to road surface changes.
 - The Suzuki Velocity Dependent Control (SVDC); is a program that monitors vehicle speed and optimizes suspension settings for that speed.
 - Suzuki Deceleration Damping Control (SDDC); a program, which smoothly converges changes in vehicle attitude due to braking and controls damping force to achieve an ideal pitch motion.

SUZUKI ADVANCED ELECTRONIC SUSPENSION CONT.

- Suzuki Floating Ride Control (SFRC)
 - Input from the IMU plus the front and rear suspension stroke sensors is used to monitor the motion of the motorcycle's sprung weight in relation to an imaginary reference point directly above the motorcycle from which the front and rear are suspended in theory, as though hanging from a hook in the sky. In turn, the SCU (Suspension Control Unit) adjusts the damper settings on the fly to help keep the seat and handlebars stable while the wheels and tires absorb the bumps on the road, helping improve maneuverability and comfort.
 - The advanced system employed by the GSX-S1000GX+ is set to immediately respond optimally to three types of motion, thereby adjusting to accommodate a wide range of riding conditions.
 - Though SFRC is always active, and it is set to intervene only minimally when on smooth surfaces so as not to effect on-road performance. Its effect becomes stronger when riding over uneven surfaces, but even then, it does not attempt to completely level out the ride. This is because the rider perceives changes in the bike's posture and intuitively uses those movements to control it. Too smooth a ride would inhibit this feeling of connection between the rider, the motorcycle, and the road.
 - SFRC adjusts damping force to match Active Damping Control's (Hard, Medium, or Soft) settings. These settings are SDMS- α 's integrated riding modes (see the Suzuki Intelligent Ride System (S.I.R.S. section for more information).
- Suzuki Velocity Dependent Control (SVDC)
 - SAES also incorporates Suzuki's SVDC program which, under normal operation, helps the front and rear suspension reproduce the damping characteristics of each specified mode according to the suspension stroke speed.
 - However, this program introduces the parameter of vehicle speed data received from the CAN bus to optimize damping control to match the current speed, thereby achieving positive handling at low and high speeds.
- Suzuki Deceleration Damping Control (SDDC)
 - As with SVDC, the SDDC program reproduces the damping characteristics defined by each specified mode under normal operation. However, SDDC applies deceleration G-force as a parameter based on IMU data and then sets optimal damping force so that vehicle attitude changes caused by braking occur smoothly. This provides a moderate pitch motion that does not interfere with the rider's action when braking, helping deliver comfort and confidence.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) OVERVIEW

The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) let GSX-S1000GX+ riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. Using a six-direction, three-axes Internal Measurement Unit (IMU), S.I.R.S. helps keep the GX+ highly agile, controllable, and predictable. Riding effort is therefore reduced, helping make the GX+ less tiring to operate, both when touring for long distances or during everyday riding. These advanced electronic aids directly benefit riders by instilling greater confidence, allowing them to concentrate on enjoying the ride and sharing the GX+ experience with their passengers.

The GSX-S1000GX+ S.I.R.S. suite includes these specialized features:

1. **Suzuki Drive Mode Selector Alpha (SDMS-α)**
 - A. **Power Mode**
 1. **Suzuki Traction Control System (STCS)**
 2. **Lift Limiter**
 3. **Roll Torque Control**
 - B. **Smart TLR Control**
 - C. **Active Damping Control**
2. **Suzuki Road Adaptive Stabilization (SRAS)**
3. **Automatic Rear Suspension Modes**
4. **Ride-by-wire Electronic Throttle System**
5. **Bi-directional Quick Shift System**
6. **Smart Cruise Control**
7. **Motion Track Brake System**
8. **Slope Dependent Control System**
9. **Suzuki Easy Start System**
10. **Low RPM Assist**

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

1. Suzuki Drive Mode Selector Alpha (SDMS-α)

- The GSX-S1000GX+ follows Suzuki's flagship sportbike, the Hayabusa, in adopting the **Suzuki Drive Mode Selector Alpha (SDMS-α)** system which provides integrated management of several of the S.I.R.S.' advanced electronic rider assist features.
 - The three integrated, preset riding modes of SDMS-α control power output characteristics, as well as the level of **Traction Control** (with integrated **Lift Limiter** and **Roll Torque Control**) and **Active Damping Control** (with **Suzuki Floating Ride Control**).
 - Additionally, Suzuki's original new **Suzuki Road Adaptive Stabilization (SRAS)** feature works in conjunction with SDMS-α to seamlessly switch between settings that better smooth out the bumps when the GX+ rolls over uneven surfaces, and those that prevent interfering with positive response when riding on good roads.
 - Riders may use the three factory default modes or create customized modes to match the riding condition or their riding preferences. Each of the factory settings was carefully tuned, evaluated, and recommended by Suzuki engineers.
 - The three factory preset modes (A, B, and C) provide the rider with a quick and effortless way to alter the GSX-S1000GX+'s power delivery characteristics to match riding style or adjust to changing weather or road conditions.
- **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when opening the throttle aggressively, such as enjoying a sporty run on clean, winding roads, in clear weather.
 - In Mode A the engine power output mode is set to level "1", the traction control system is set to level "2", and the suspension's active damping control level to "Hard".
- **Mode B (Basic)** is for general, all-around riding, as it features a softer throttle response and a more linear power delivery curve as the rider opens the throttle. Intended to be the ideal setting for touring, this mode aims to make the GX+ more controllable and instill confidence in the rider when accelerating and offers a good fit for a wide range of riding styles and road conditions.
 - In Mode B the engine power output mode is set to level "2", the traction control system is set to level "4", and the suspension's active damping control level to "Medium".
- **Mode C (Comfort)** aims to prioritize comfort and feel by providing a softer throttle response and gentler torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or riding with a passenger and gear, or when the rider desires a relaxing, comfortable ride home after a long outing.
 - In Mode C the engine power output mode is set to level "3", the traction control system is set to level "6", and the suspension's active damping control level to "Soft".
- Using the mode and select switches on the left handlebar, the rider may change SDMS-α modes while riding. The mode settings are clearly displayed on the TFT LCD instrument panel.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

1A. SDMS-α: Power Mode

- The **Power Mode** feature lets the rider select between three levels that deliver different engine power characteristics to match the road or weather conditions or the rider's preference.
 - Each level's power delivery characteristic is noticeable when using the throttle. Each level was custom-tuned and thoroughly assessed to make the GX's overall riding experience more enjoyable.
- **Power Mode level 1** provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, it is well-suited for enjoying a sporty run on clean, winding roads, in clear weather.
- **Power Mode level 2** produces the same peak power output as level 1 but features a more linear torque curve with softer throttle response. The aim is to deliver a satisfying balance of settings that make a good fit for a broad range of riding styles and road conditions.
- **Power Mode level 3** prioritizes comfort and stability by offering the softest throttle response and more gentle torque characteristics. This setting is a good choice when riding long distances, or when carrying a passenger and gear.

1B. SDMS-α: Smart TLR (Traction, Lift, and Roll Torque) Control

1B1. SDMS-α: Suzuki Traction Control System (STCS)

- The five-mode **Suzuki Traction Control System (STCS)** continuously monitors front- and rear-wheel speed, engine RPM, throttle position, and gear position to adjust engine output to prevent undesired rear wheel spin, while helping maintain traction and power delivery to the road.
 - Compared to the five-mode system on the GSX-S1000GT+, this seven-mode version of STCS features a wider selection of sensitivity to better accommodate a variety of riding conditions, styles, and rider experience.
 - The higher the mode number, the quicker STCS intervenes to limit rear-wheel spin.
 - The system can also be turned OFF when desired.
 - The STCS modes are displayed on the TFT LCD instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to help prevent wheel spin, the TC icon LED on the right edge of the instrument panel will illuminate and flash.

1B2. SDMS-α: Lift Limiter

- The GSX-S1000GX+ includes the **Lift Limiter** system which brings added peace of mind to riders by helping prevent the front wheel from lifting off the ground when accelerating. With its origins in the Suzuki MotoGP effort, Lift Limiter works silently in the background, with its settings being determined by the STCS level setting.
 - The GX's ECM monitors engine speed (RPM), throttle position, gear position, and clutch status (by monitoring the clutch switch) and processes that data along with input from the front and rear wheel speed sensors and the IMU to determine the appropriate amount of engine power to deliver (by electronic throttle valve operation).
 - Thorough development and careful testing went into Lift Limiter feature, so its range of function balances performance and front wheel lift reduction.
 - A flashing "LF" mark appears on the TFT LCD meter panel to inform the rider when the Lift Limiter is functioning.
 - The rider cannot adjust or disable the Lift Limiter feature directly as its response is based upon the Traction Control system settings.

1B3. SDMS-α: Roll Torque Control

- **Roll Torque Control**, a Suzuki first, is an intelligent feature that adjusts engine power output, so the motorcycle's speed is optimal for a given corner.
 - Using vehicle position data from the IMU and road speed information (from wheel speed sensors) the system calculates the bike's lean angle and speed to predetermine the power output and acceleration that is ideal for the corner.
 - The system reduces engine torque output before the motorcycle exceeds the amount of power the system had calculated was necessary to clear the corner effectively. This additional layer of preemptive action operates silently in the background, as its settings are determined by the STCS sensitivity level.

1C. SDMS-α: Active Damping Control

- The **Suzuki Advanced Electronic Suspension (SAES)** for the GSX-1000GX+ offers four electronically controlled damping force settings – "Hard", "Medium", "Soft" plus a customizable "User" setting.
 - Each mode is controlled to reproduce the specified damping characteristics in accordance with the stroke speed of the suspension. This feature will change the damping force in both the front fork and rear shock absorber.
 - The settings change automatically in accordance with the SDMS-α mode chosen by the rider:
 - Hard for SDMS-α's A mode,
 - Medium for SDMS-α's B mode,
 - Soft for SDMS-α's C mode.
 - The rider can also manually change how SDMS-α applies the respective damping force settings. For example, the rider can elect to have SDMS-α A mode use the Medium, Soft or User damping setting rather than the default Hard setting.
 - In addition to the basic User Mode Setting, the rider can independently adjust the front and rear suspension damping force settings by ± 3 increments after selecting between a base setting of Hard, Medium, or Soft.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

2. Suzuki Road Adaptive Stabilization (SRAS)

- The **Suzuki Road Adaptive Stabilization (SRAS)** is Suzuki's original program that detects uneven road surfaces based on input from the IMU and wheel speed sensors. On normal road surfaces, the GX+ uses suspension settings that emphasize responsiveness.
 - When the SRAS detects an uneven road surface, SRAS automatically triggers stronger **Suzuki Floating Ride Control (SFRC)** to help smooth out the ride and adjusts the **Electronic Throttle Valve** settings to deliver a softer, more controllable throttle response.
 - When SRAS is activated, its level of response is based on the Power Mode level, Traction Control level, and the Active damping Control Level.
 - When the GX+ returns to a smooth road surface, SRAS deactivates and SFRC returns to a setting that does not interfere with on-road dynamic performance.
 - The adaptive nature of the SRAS program means it can switch between high and low amounts of ride and throttle adjustments, depending on the road surface.
 - Just as SRAS enables comfortable riding on uneven surfaces, it can enhance sporty riding on normal surfaces. This makes the system unique, as it provides performance only offered by Suzuki.

3. Automatic Rear Suspension Modes

- The GSX-S1000GX+'s rear suspension's spring preload settings are electronically controlled, making it easy for the rider to view the setting on the TFT instrument panel and then use a handlebar switch to quickly choose between one of the four available modes they find the one best suited to the conditions or preference.
 - The rear suspension also has a user-friendly AUTO mode that allows the rider to easily enjoy the recommended automatic settings.
 - When set to AUTO, the system calculates the current load weight based on the rear suspension stroke and preload position and automatically adjusts the front and rear damping force settings. This improves the movement of sprung mass under load and further stabilizes ride comfort under load conditions.
 - In addition to the basic AUTO setting, the rider can independently adjust the front and rear suspension spring preload settings by ± 3 increments.
 - The AUTO mode also features **Auto-Levelling**, which detects changes in chassis posture when a passenger mounts or dismounts, or when gear is added or removed and based on the damper stroke position, responds by automatically adjusting the spring preload to maintain the appropriate posture.
 - Three manual modes:
 - Single rider
 - Single Rider & Gear
 - Tandem (with or without gear)
 - NOTE: Note that damping compensation is not active when using these three manual modes.
 - In addition to the basic Manual Mode Settings, the rider can independently adjust the front and rear suspension spring preload settings by ± 4 increments.
 - Both the left and right legs of the fork have coil springs, and the fork spring preload can be adjusted manually using a single adjuster on the lower right fork (near the axle holder).

4. Ride-by-Wire Electronic Throttle System

- The advanced **Ride-by-Wire Electronic Throttle System** leverages the capability of the GSX-S1000GX+'s 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.
 - This precision allows the throttle body action to be tuned to best match each of the SDMS- α modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.
 - Electronic control of the throttle valves helps produce smooth shifting when using the Bi-directional Quick Shift System and enables the Smart Cruise Control to deliver precise speed control when engaged.

5. Bi-Directional Quick Shift System (QS)

- The **Bi-directional Quick Shift System (QS)** allows the GSX-S1000GX+ rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The Bi-directional QS works seamlessly in concert with SDMS- α to bring riders even greater riding enjoyment.
 - Performance of the GSX-S1000GX+'s SCAS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A unique, shift position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.

6. Smart Cruise Control

- The GSX-S1000GX+'s Smart 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 traveling at constant speed on highways.
- The Smart Cruise Control permits the rider to shift up or down using the Bi-directional Quick Shift System without it canceling the cruise control. This makes the GX+ more comfortable, more convenient, and easier to operate on long rides by eliminating the need to reset cruise control after each shift.
 - The main cruise control button is on the right handlebar switch.
 - Cruise control can be set at speeds above 18 mph (30 km/h) when riding in second gear, or higher.
 - The chosen setting appears on the TFT LCD instrument screen in a distinct green font below the digital speedometer reading.
 - Once engaged, the cruising speed can be easily adjusted upward or downward using the (UP or DOWN) select switch on the left handlebar.
 - The handy "resume function" re-engages the system to smoothly accelerate to the most recent speed setting after canceling.

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SUZUKI INTELLIGENT RIDE SYSTEM CONT.

7. Motion Track Brake System

- The Motion Track Brake System combines IMU-measured, spatial information of the GX+'s posture in conjunction with front and rear wheel speeds. This allows the ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
 - By reducing the impact of sudden braking force, the GSX-S1000GX+ is less likely to try to push itself upright or lose traction while braking in a turn, instead it helps to maintain the turning radius and lean angle to better follow the rider's intended line through the corner.
 - Even if the rider brakes heavily in a corner, the system assists in helping maintain chassis composure while the rider is stopping or slowing the motorcycle.
 - The Motion Track Brake System cannot be switched off – it is always active.

8. Slope Dependent Control System

- The Slope Dependent Control System prevents rear wheel lift when braking when traveling downhill. The ABS unit continually measures brake pressure while the IMU constantly monitors vehicle posture as the GSX-S1000GX+ is traveling downhill. When the rider operates a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to help prevent rear wheel lift.

9. Suzuki Easy Start System

- The **Suzuki Easy Start System** lets the rider start the motorcycle with a simple press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages, the instant the engine fires up.

10. Low RPM Assist System

- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

• S.I.R.S. Supporting Technologies

– Internal Measurement Unit (IMU)

- Marking another first among the GSX-S series, the GX+ adopts an IMU from Bosch. This IMU integrates accelerometers and gyroscopes in a single compact package that measures angular rate and acceleration in six directions (through three axes) to constantly monitor pitch, roll, and yaw movement.
- Advanced features that employ data provided by the IMU include Lift Limiter, Roll Torque Control, Active Damping Control, SRAS, Motion Track Brake System, and Slope Dependent Control system.

– Controller Area Network (CAN bus)

- Key to the operation of the S.I.R.S., the GSX-S1000GX+ uses an interconnected information network instead of a conventional wiring harness.
- Because it requires fewer wires, this CAN bus wiring lets the GX be lighter and simpler and provides a way for the advanced components to have faster data transmission with the ECM.
- The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.

– Engine Control Module (ECM)

- The 32-bit, dual-core ECM has a fast processor and specific programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the GSX-S1000GX+.

GENERAL ELECTRICAL OVERVIEW

Supporting the Suzuki Intelligent Ride System (S.I.R.S.) features, the Suzuki Advanced Electronic Suspension (SAES), and the motorcycle's full-LED lighting, the GSX-S1000GX+'s charging system provides stable electrical performance that is essential for a sport-oriented Crossover model. Key motorcycle information on the Thin Film Transistor (TFT) Instrument Panel can be read or adjusted using the GX+'s multifunction handlebar switches.

GENERAL ELECTRICAL

- The oil-cooled, three-phase charging system provides ample power for the GSX-S1000GX+'s maintenance-free battery and ride-enhancing electronics.
 - Charging output: Approximately 375 W at 5,000 RPM
- Located to the left of the TFT instrument panel is a USB outlet that the rider can use to charge a smartphone or power other accessories, like a GPS for navigation.
 - USB port output: 5 VDC @ 2A (10 W)
- An optional Suzuki Genuine Accessory power outlet that mounts under the passenger seat can be obtained from your Suzuki dealer.
 - Optional outlet output: 12 VDC @ 12 W (when idling),
12 VDC @ 36 W (while riding)
- The GSX-S1000GX+ is equipped with Suzuki's innovative multifunction handlebar switches that are laid out to maximize operating ease and efficiency. A Local Interconnected Network (LIN) wire harness is used for fast and precise communication between the TFT LCD instrument panel and the handlebar switches.
 - The rider can use the TFT LCD panel information and the mode/select switch on the left handlebar to change Suzuki Intelligent Ride System (S.I.R.S.) settings.
 - The right handlebar switch has a poly-function rocker switch that serves as both the engine stop- and start button that activates the Easy Start System. The switch also has a hazard flasher switch and Smart Cruise Control button.
- The TFT LCD screen, ECM, and all other electronics on the GSX-S1000GX+ were rigorously evaluated in an anechoic chamber to help ensure they are not susceptible to magnetic interference from external sources.

TFT LCD MULTIPLE INFORMATION DISPLAY OVERVIEW

The GSX-S1000GX+ instrument panel employs a 6.5-inch full-color TFT LCD display designed to be easy to see and understand, and to provide the rider with instant access to the desired information. It accomplishes this, even with the increasing number of functions that come with electronic assist systems and other advances vying for space. The TFT LCD panel is where mySPIN™ information and control are displayed when the connectivity application is installed on the rider's smartphone.

TFT LCD MULTIPLE INFORMATION DISPLAY

- This high-quality TFT LCD instrument panel is set into the inner fairing above the handlebars, for good visibility and protection from road debris. The panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider aware of all the bike's systems, settings, and real-time operating status; when connected to the rider's smartphone it can also display maps, incoming and outgoing phone calls, contacts, and music for even greater convenience, functionality, and fun.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light level, or manually set to suit the rider's preference.
 - The TFT LCD display uses GSX-S1000GX+ exclusive graphics, including blue background lines that add an extra artistic touch to help convey Suzuki's spirit and brand identity.
 - An additional feature of the TFT LCD screen is a brief custom animation that plays when the ignition key is switched on. This playful presentation is pleasing to the eye and builds excitement for the ride to come.
- The display format of the HOME screen on the TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately indicates the engine RPM.
 - Near the center of the panel is a digital speedometer, and directly below the speed display is a fuel level gauge. The indicators for the Smart Cruise Control system are also displayed in this area.
 - The right side of the panel is the transmission gear indicator plus the rider interface for the S.I.R.S. features, such as the Suzuki Drive Mode Selector Alpha (SDMS-α), the Suzuki Advanced Electronic Suspension (SAES) system, the Traction Control, or the Bi-directional Quick Shift System settings.
 - The upper portion of the right side of the TFT LCD panel displays status icons for the clock, smartphone battery level, and wireless connection status for smartphones and other rider and passenger Bluetooth devices.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
- Two secondary screens on the TFT panel allow the rider to choose and adjust the settings on certain motorcycle and mySPIN™ features.
 - The MENU screen can access mySPIN™ connection options, trip information, service reminders, and general options.
 - The SETTING screen permits adjustments to the panel brightness, backlighting mode, SAE or metric measurement, date, and time adjustments, and more.
- The TFT LCD readouts include:
 - Speedometer (digital), Tachometer (analog format), RPM indicator (shift light incorporated into the tachometer display), Transmission gear position, Fuel gauge, Coolant temperature, Ambient air temperature, Smart Cruise Control setting, SDMS-α mode, SRAS mode (when active), Traction control mode, Lift Limiter (when active), Quick Shift (ON/OFF), Active Damping Control mode, Automatic Rear Suspension mode, Voltmeter, Clock (12-hour format), Odometer, Dual tripmeter, Average fuel consumption (Trip 1 & 2), Instant fuel consumption, Riding range (per fuel onboard), Smartphone battery level, Smartphone connection status, and Rider-passenger intercommunication status (Bluetooth®).
- The main TFT LCD panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- Located to the left of the instrument panel is a USB outlet the rider can use to charge a smartphone or power other accessories, like a GPS for navigation.

SUZUKI mySPIN™ CONNECTIVITY OVERVIEW

The 6.5-inch TFT LCD multi-information display was developed to provide smartphone connectivity through the SUZUKI mySPIN™ application. While competitive models use systems originally developed for automobiles, the GSX-S1000GX+ adopts Suzuki hardware and software that was designed specifically for motorcycle use. As such, SUZUKI mySPIN™ works seamlessly on the TFT LCD screen to enrich the functionality of smartphone connectivity. The GSX-S1000GX+'s smart cockpit blends riding and vehicle status updates, such as the speedometer and tachometer readouts, with pertinent information, communication, and entertainment from the rider's smartphone.

SUZUKI mySPIN™ CONNECTIVITY

- Available through the Apple App Store or Google Play, riders can install the free SUZUKI mySPIN™ app on their smartphone. Once installed, mySPIN™ provides an array of useful functions from five bundled applications specifically developed for motorcycle use.
- The mySPIN™ applications appear on the TFT LCD panel with similar fonts and display format to the motorcycle's systems, providing the rider a familiar appearance and intuitive operation of the updated left handlebar switch assembly. This familiarity will help when accessing features and content, or to change settings while riding.
- The mySPIN™ system applications include Contacts, Phone, Maps, Music, and Calendar.
 - **Contacts** - the system can access the contacts application on the smartphone and inform the rider who is calling. Calls can also be placed by selecting a contact from the list.
 - **Phone** - conveniently, the system can place phone calls, either dialed directly or from the contacts application, and can display the rider's call history, all without stopping the bike.
 - **Maps** - the rider can view his or her current location on the map without having to download any third-party map application or data. The Suzuki Map can search for destinations and get routing information, all while allowing the rider to easily navigate from screen to screen by using the switches on the left handlebar.
 - **Music** - the rider can use a Bluetooth® headset to listen to music from his or her smartphone's music library; the passenger can listen, as well, if they are wearing a Bluetooth® headset wirelessly connected to the system.
 - **Calendar** - the rider can display calendar entries from his or her smartphone on the TFT LCD screen, checking scheduled events and reminders.
- On occasion, mySPIN™ expands the menu of third-party applications that can add additional functions to the TFT LCD, such as navigation, weather information, and more.

LIGHTING OVERVIEW

The GSX-S1000GX+ is equipped with highly functional and attractive LED lighting where the light sources are as attractive as they are effective at illuminating the road ahead. Like its sibling GSX-S1000GT+, the GX+ employs a pair of small, but distinctive and bright Mono-focus LED headlights that are set low in the center of the fairing. Outboard of the headlights are a pair of surface-emitting LED position light strips. Also mounted to the upper fairing are arrow-shaped turn signals with bright, amber LEDs. The GSX-S1000GX+'s tail section holds a trim LED combination light with a clear lens plus a pair of LED turn signals.

LIGHTING

- Matched well to the GSX-S1000GX+'s aerodynamic styling, the compact, stacked LED headlight assembly is centered low within the nose of the fairing.
- Supplied by Koito®, the independent, high- and low-beam headlights use Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- A pair of surface-emitting LED position light strips flank the headlights along the sides of the front fairing. These LEDs are the same type as those used on luxury cars and feature an upswept angle and narrow slit design that adds to the distinctive look of GX's front face. This helps make the GSX-S1000GX+ more visible to pedestrians and other traffic.
- Front LED turn signals within thin, arrow-shaped housings, extend outward from the upper fairing. At the rear, thin, arrow-like LED rear turn signals combine with an LED combination light to complement the stylish lines of the trim tail section and match well to the bike's unique styling.
- With lower electrical draw than conventional lighting, the LED headlights, position light, turn signals, and taillight compliment the GSX-S1000GX+'s sleek body, while improving both visibility and durability.

BODY & STYLING OVERVIEW

Aerodynamics and wind protection are critically important to achieving the dynamic performance and level of comfort desired when touring for long distances on a large-displacement Crossover model like the GSX-S1000GX+. The GX+'s front fairing, windscreen, and knuckle covers were all designed through a process that involved both wind tunnel testing and feedback from test riders. The styling boldly presents the GSX-S1000GX+ as Suzuki's luxury Crossover model. The GX's modern, functional design telegraphs superbike-level performance blended with sport touring convenience and the tall, upright riding position and long-legged proportions of an adventure tourer.

BODY

- The aerodynamic design goal was to maximize wind protection and make the rider more comfortable by reducing sources of stress such as exposure to the cold and elements. This helps reduce fatigue when touring for long distances at speed and frees the rider to concentrate on enjoying the journey.
 - Wanting to protect the rider from the effects of wind, Suzuki's stylists developed a layered design for the fairing that greatly reduces the effects of negative air pressure to help prevent head buffeting. In addition, holes placed strategically on the face of the cowl are effective in reducing front lift. The cowl's width was also increased to help better guide the flow of air away from the rider's body, helping minimize discomfort or distraction (such as the rider's jacket billowing or blowing in the wind).
- Development of the windscreen focused on wind protection for the rider to create comfort that minimizes fatigue on long rides. Another design concern was to keep the windscreen as compact as possible and to create an attractive screen that would enhance the motorcycle's appearance.
 - Development involved repeated rounds of wind tunnel testing and analysis as the design was refined until it achieved just the right overall balance of rider comfort and aerodynamic performance.
 - The windscreen's 3-step adjustment capability provides 2.0 inches (50 mm) of travel, which raises or lowers the windscreen height by up to 1.7 in. (43 mm).
 - A measured amount of airflow under the windscreen creates a smooth envelope of air, benefitting both the rider and passenger.
- Designed with spacious storage capacity and the ability to clip on and off the motorcycle in seconds, the GSX-S1000GX+'s standard, large-capacity side cases feature a compact design that integrates seamlessly with the motorcycle's sharp, futuristic styling.
 - With 25.7 L (0.9 cubic ft) of storage space and 5 kg (11 lbs.) weight capacity, each side case can hold most full-face helmets.
 - Painted panels on the side case lids integrate the luggage to the motorcycle, providing a perfect match to the GSX-S1000GX+'s main body color.
 - The side case locks accept the motorcycle's ignition key to open the luggage or disengage the quick-release mechanism.
 - The side case mounting hardware is black and unobtrusive, so when the side cases are not mounted, the mounting hardware does not detract from the motorcycle's sporty appearance.

STYLING

- When creating the GSX-S1000GX+, Suzuki designers focused on fashioning a distinctive Crossover appearance, one that visually conveys the potential of superbike-level performance plus the physical presence of an adventure tourer that is ready to go anywhere. This blends with Suzuki's attention to detail which results in a premium motorcycle with the sophistication that delivers comfort on long rides, making the ride more important than the destination.
- The fairing features a sharp, protruding nose that culminates at the compact LED headlights. The headlights are flanked by LED position lights with the look of a sharp pair of "eyes" that present a sporty, yet sophisticated image.
 - In pursuit of the optimum aerodynamic form, and to keep the size relatively compact, the shape of the fairing was refined through rounds of analysis and wind tunnel testing until both the designers and engineers were satisfied. This effort helped improve comfort without sacrificing agility.
 - The efforts of the development team also produced a multi-layered expression by which the shape and different coloring of the side panels give the fairing an aggressive look which also complements the GX+'s seating position.
 - Further accentuating the image of a long-legged machine that is ready to go anywhere are the upswept lines on the side panels combined with the matte silver exposed side rails, the gold-anodized forks, and rear suspension motor unit. These stand in contrast to the blacked-out exhaust, engine, and other mechanical parts that ride low on the GSX-S1000GX+.
- The 2025 GSX-S1000GX+ arrives in Metallic Triton Blue (YSF). This colorway looks fantastic on Suzuki's Crossover model that contrasts silver side panels against sleek, blue fairing and fuel tank. Riding on blue-matching wheels, the GX presents itself with a functional appearance.
- The distinctively styled "GX" logos on the fairing sides lend an intelligent and sophisticated look that befits a luxury Crossover model. Understated SUZUKI logos on the fuel tank also contribute to the sophisticated appearance.
- The custom-designed ignition key sports the special GX logo in gold lettering on its grip to add a luxurious touch and aims to instill pride of ownership in this premium model.
- The standard side cases were styled to match the GSX-S1000GT+ and GX+ motorcycles, so when fitted, they present an integrated appearance.
 - The side case lid garnish panels are color-matched to the blue bodywork and wheels.

2025



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, with many items specially designed for the GSX-S1000GX+.
- The accessory offerings include heated hand grips, low and premium seats, fuel tank and engine cover protectors, clip-on tank bags, plus a unique selection of Suzuki logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

* The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

+ Temperature reduction varies depending on the ambient air temperature and the sunlight shining upon the seat.

Suzuki mySPIN™ related disclaimers:

- Because of electronic device variance and product changes, Suzuki does not guarantee that any smartphone or other device will fully integrate with the mySPIN application or Suzuki motorcycle.
- Headsets sold separately.
- Smartphone screen images in Suzuki-authored documents were prepared using iOS 13.5, so they may differ visually when using a different OS or system version.
- App operation was confirmed under specific conditions. Depending on the OS and system version, some apps may not operate properly, or functions may be limited to ensure safe operation.
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GSX-S 1000 GX

SPECIFICATIONS

ENGINE

Engine:	999cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	73.4 mm x 59.0 mm (2.890 in. x 2.323 in.)
Compression Ratio:	12.2:1
Fuel System:	Fuel injection with Ride-by-Wire electronic throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate SCAS type
Transmission:	6-speed constant mesh, manual or bi-directional quick shift system
Final Drive:	O-ring style drive chain, RK525GSH, 525 x 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped with remote, electronically controlled tuning
Suspension, Rear:	Link type, single shock, coil spring, oil damped with remote, electronically controlled tuning
Brake, Front:	Brembo, radially mounted 4-piston calipers, dual 310mm disc, ABS-equipped
Brake, Rear:	Nissin, 1-piston, single 240mm disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity:	19.0 L (5.0 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK CR9EIA-9 or DENSO IU27D Iridium-style
Headlight:	Dual Mono-focus LED
Position Lights:	LED x 2
Turn Signals:	LED x 4
Tail Light:	LED x 2

DIMENSIONS

Overall Length:	2150 mm (84.6 in.)
Overall Width:	925 mm (36.4 in.) <i>Dimension excludes mounted side cases</i>
Overall Height:	1350 mm (53.1 in.)
Wheelbase:	1470 mm (57.9 in.)
Ground Clearance:	155 mm (6.1 in.)
Seat Height:	845 mm (33.3 in.)
Curb Weight:	232 kg (511 lb.) <i>Dimension excludes mounted side cases</i>

WARRANTY

Warranty:	12-month unlimited mileage limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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C50 BOULEVARD

BOULEVARD C50



OVERVIEW

The 2025 Suzuki Boulevard C50 is for riders ready to be the center of attention, as heads will turn wherever they rumble by. Wearing a deep coat of Solid Iron Gray paint, the Boulevard C50 stamps a bold impression on traditional cruiser styling that includes a kicked-out fork, valance-style fenders, and a staggered, chromed, dual exhaust system.

The Boulevard C50's fuel-injected, 50-cubic inch, V-twin engine delivers abundant torque and is engineered for comfort. On city streets or the open highway, its spacious riding position and smooth suspension lets riders cruise comfortably all day long, while its rear suspension delivers the appearance of a classic hardtail.



Solid Iron Gray

2025

KEY FEATURES

- The torque-rich 805cc fuel-injected, liquid-cooled, V-twin engine features polished aluminum and chrome covers complementing the visually striking cylinders with symmetrical cooling fins.
- With a light lever pull, the large-diameter clutch feeds engine power to the smooth-shifting five-speed transmission and out to the clean, low-maintenance shaft drive.
- Strong, double-cradle steel frame supports a link-type rear suspension shaped to mimic a hardtail frame but is connected to a truss-style swingarm with a single rear shock absorber providing 4.1 inches of suspension travel, while the stout telescopic fork delivers 5.5 inches of smooth front wheel travel
- Auto Fast Idle System (AFIS) automatically sets the engine speed while an innovative 3D-mapped digital ignition system uses a throttle-position sensor helping boost the hallmark big V-twin's low-down torque.
- The Boulevard's styling incorporates visual cues from American cruiser heritage: rich paintwork, glittering chrome, and deep, sculpted front and rear fenders. Riders settle in behind wide, buckhorn-style handlebars, with their boots set comfortably on forward-mount floorboards.

ENGINE

- The narrow, 805cc, fuel-injected, liquid-cooled, SOHC, four-valve-per-cylinder, 45-degree, V-twin engine is tuned for exceptional low rpm torque.
- The sculpted V-twin features polished aluminum and chrome covers covering the visually striking cylinders with symmetrical cooling fins.
- Offset crankpins yield optimally balanced firing intervals creating a signature V-twin rumble.
- Suzuki Dual Throttle Valve (SDTV) electronic fuel-injection system maintains optimum air velocity in the intake tract for smooth low- to mid-rpm throttle response.
- Auto Fast Idle System (AFIS) automatically sets the throttle-valve opening during cold engine starts by monitoring coolant temperature.
- An innovative 3D-mapped digital ignition system uses a throttle-position sensor helping boost the hallmark big V-twin's low-end torque.
- A chromed and staggered dual exhaust system, mounted on the right side of the engine, is tuned for responsive torque delivery, providing a deep, throaty exhaust note.
- A wide-ratio five-speed transmission features a tall fifth-gear ratio for relaxed highway cruising.
- The low-maintenance shaft drive is clean-running with minimal torque reaction that efficiently transmits power to the C50's wide 15-inch rear tire.

CHASSIS

- Strong, double-cradle steel frame supports a chassis ready for cruising or a full-on tour.
- The Boulevard C50 brings American cruiser styling with rich paintwork, glittering chrome, and deep, sculpted front and rear fenders.
- The link-type rear suspension is shaped to evoke the hardtail lines of a traditional cruiser, connecting the truss-style swingarm with a single shock absorber with seven-way spring preload adjustability, providing 4.1 inches of smooth and responsive rear suspension travel.
- A kicked-out, 33-degree rake, and long 65.2-inch wheelbase provide a smooth, comfortable ride.
- Stout telescopic front forks deliver generous 5.5 inches of smooth wheel travel.
- Wide handlebars, forward-mounted floorboards, and a leather-textured seat provide a comfortable ride around town and on the highway.
- A wide, blackwall 15-inch rear tire and matching 16-inch front tire are mounted to bright, spoke-style wheels for a classic cruiser look.
- Hydraulic front disc and drum-type rear brakes help provide strong, reliable stopping performance.
- The wide, deeply cushioned seat has a low 27.6-inch seat height ideal for comfortable cruising and confident stops.
- The wide passenger seat makes for comfortable two-up rides. The seat's stepped location on the rear fender helps the passenger to see over the rider's shoulder.
- The instrument cluster includes a convenient gear-position indicator, a large fuel meter, and a clock.
- A bright multi-reflector headlight is paired with a durable, bright, and compact LED taillight.
- Rear turn signals mount at the base of the rear fender allowing ample room for adding saddlebags.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for Boulevard owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

C50 BOULEVARD

SPECIFICATIONS

ENGINE

Engine:	805cc, 4-stroke, liquid-cooled, SOHC, 45°, V-twin
Bore x Stroke:	83.0 mm x 74.4 mm (3.268 in. x 2.929 in.)
Compression Ratio:	9.4:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	5-speed constant mesh
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link style, solo shock, coil spring, oil damped
Brake, Front:	Disc brake
Brake, Rear:	Drum brake
Tire, Front:	130/90-16 M/C (67H), tube type
Tire, Rear:	170/80-15 M/C (77H), tube type
Fuel Tank Capacity:	15.5 L (4.1 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK® DR7EA or DENSO® XX22ESR-U
Headlight:	12V 60/55W H4
Tail Light:	LED

DIMENSIONS

Overall Length:	2500 mm (98.4 in.)
Overall Width:	955 mm (37.6 in.)
Overall Height:	1110 mm (43.7 in.)
Wheelbase:	1655 mm (65.2 in.)
Ground Clearance:	140 mm (5.5 in.)
Seat Height:	700 mm (27.6 in.)
Curb Weight:	277 kg (611 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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BOULEVARD C50T SPECIAL

C50T BOULEVARD SPECIAL



OVERVIEW

The Suzuki 2025 Boulevard C50T Special puts riders equally in command on city streets or out on the interstate. Its fuel-injected, 50-cubic inch, V-twin engine delivers abundant torque and is engineered for comfort.

With deep Pearl Brilliant White paint covering its bold styling, this cruiser stands out in a crowd, while an extensive list of features makes it ideal for comfortable, long-distance cruising. Tour-ready features include a plush seat in the middle of a spacious riding position, an aerodynamic windshield, and studded dual seats that deliver all-day rider and passenger comfort.



Pearl Brilliant White

2025



C50T BOULEVARD SPECIAL

KEY FEATURES

- The torque-rich 805cc fuel-injected, liquid-cooled, V-twin engine features polished aluminum and chrome covers complementing the visually striking cylinders with symmetrical cooling fins.
- With a light lever pull, the large-diameter clutch feeds engine power to the smooth-shifting five-speed transmission and out to the clean, low-maintenance shaft drive.
- Strong, double-cradle steel frame supports a link-type rear suspension is shaped to mimic a hardtail frame but is connected to a truss-style swingarm with a single rear shock absorber providing 4.1 inches of suspension travel, while the stout telescopic fork delivers 5.5 inches of smooth front wheel travel.
- Beefy whitewall tires on wide, spoke-style chrome wheels bring nostalgic styling while delivering modern performance. The Boulevard C50T Special takes care of passenger comfort with a thick pillion seat that aids the view over the rider's shoulder.
- Auto Fast Idle System (AFIS) automatically sets the engine speed while an innovative 3D-mapped digital ignition system uses a throttle-position sensor helping boost the hallmark big V-twin's low-down torque.
- The Boulevard's styling incorporates visual cues from American cruiser heritage: rich paintwork, glittering chrome, and deep, sculpted front and rear fenders. Classically styled, the easily removable, height-adjustable windshield includes a unique chrome garnish with Boulevard emblems.

ENGINE

- Narrow, 805cc, fuel-injected, liquid-cooled, SOHC, four-valve-per-cylinder, 45-degree, V-twin engine is tuned for exceptional low rpm torque.
- The sculpted V-twin features polished aluminum and chrome complementing the visually striking cylinders with symmetrical cooling fins.
- Offset crankpins yield optimally balanced firing intervals creating the C50T's signature V-twin rumble.
- Suzuki Dual Throttle Valve (SDTV) electronic fuel-injection system maintains optimum air velocity in the intake tract for smooth low- to mid-rpm throttle response.
- Auto Fast Idle System (AFIS) automatically sets the throttle-valve opening during cold-engine starts by monitoring coolant temperature.
- The innovative 3D-mapped digital ignition system uses a throttle-position sensor helping boost the hallmark big V-twin's low-down torque.
- The chromed and staggered dual exhaust system, mounted on the right side of the engine, is tuned for responsive torque delivery, providing a deep, rumbling exhaust note.
- A wide-ratio five-speed transmission features a tall fifth-gear ratio for relaxed highway cruising.
- Low-maintenance, efficient shaft drive is clean-running and has minimal torque reaction as it transmits power to the wide 15-inch rear tire.

2025



C50T **BOULEVARD** **SPECIAL**

CHASSIS

- Strong, double-cradle steel frame supports a chassis ready for cruising or a full-on tour.
- The Boulevard's styling incorporates timeless visual statements from American cruiser heritage: rich paintwork, glittering chrome, and deep, sculpted front and rear fenders.
- The easily removable, height-adjustable windshield provides full wind protection with classic styling that includes a unique chrome garnish with Boulevard emblems.
- Link-type rear suspension is shaped to mimic the hardtail lines of a traditional cruiser, connecting a truss-style swingarm with a single rear shock absorber with seven-way spring preload adjustability, providing 4.1 inches of smooth and responsive rear suspension travel.
- A kicked-out, 33-degree rake, and long 65.2-inch wheelbase provide a smooth, comfortable ride.
- Stout telescopic front forks deliver generous 5.5 inches of smooth front wheel travel.
- Wide handlebars, forward-mounted floorboards, and a leather-texture, studded seat provide a comfortable ride around town and on the highway.
- A beefy 15-inch rear tire and matching 16-inch front tire have wide white sidewalls and are mounted to bright, spoke-style wheels for a nostalgic cruiser look.
- Hydraulic front disc and drum-type rear brakes provide strong, reliable stopping performance.
- The wide, deeply cushioned seat with bright studs has a low 27.6-inch seat height, ideal for comfortable cruising and confident stops.
- The wide, studded passenger seat makes for comfortable two-up rides. Its stepped location on the rear fender helps the passenger see over the rider's shoulder.
- A bright multi-reflector headlight is paired with a durable, bright, and compact LED taillight.

2025



ADDITIONAL

- A variety of Genuine Suzuki Accessories for Boulevard owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

C50T BOULEVARD SPECIAL

SPECIFICATIONS

ENGINE

Engine:	805cc, 4-stroke, liquid-cooled, SOHC, 45°, V-twin
Bore x Stroke:	83.0 mm x 74.4 mm (3.268 in. x 2.929 in.)
Compression Ratio:	9.4:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	5-speed constant mesh
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link style, solo shock, coil spring, oil damped
Brake, Front:	Disc brake
Brake, Rear:	Drum brake
Tire, Front:	130/90-16 M/C (67H), tube type
Tire, Rear:	170/80-15 M/C (77H), tube type
Fuel Tank Capacity:	15.5 L (4.1 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK® DR7EA or DENSO® XX22ESR-U
Headlight:	12V 60/55W H4
Tail Light:	LED

DIMENSIONS

Overall Length:	2500 mm (98.4 in.)
Overall Width:	955 mm (37.6 in.)
Overall Height:	1110 mm (43.7 in.) <i>Dimension excludes windscreen</i>
Wheelbase:	1655 mm (65.2 in.)
Ground Clearance:	140 mm (5.5 in.)
Seat Height:	700 mm (27.6 in.)
Curb Weight:	292 kg (644 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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M109R BOULEVARD

BOULEVARD M109R



OVERVIEW

The sleek and muscular 2025 Suzuki Boulevard M109R remains the performance cruiser other bikes wish they were. This M109R has a powerful V-twin engine with two of the largest pistons in the industry – a bike that will get your adrenaline flowing whenever you ride. The imposing 109 cubic inch engine is centered in a streamlined chassis that includes slash-cut mufflers, drag-style bars, a supplied solo seat cowl, and a distinctively shaped headlight nacelle that's uniquely Suzuki.

The deep Glass Sparkle Black paint is highlighted by chrome applied to the edge of the fork-mounted headlight nacelle and through to the imposing dual-muffler exhaust. The M109R is so visually stunning that it draws attention away from everything else on the road. This bike is not just about looks, as a stout inverted fork, a hidden single-shock rear suspension, and an ideally designed saddle deliver responsive handling and an exceptionally comfortable ride. Performance never looked so good, or so bold.



Glass Sparkle Black

2025

KEY FEATURES

- Deep, rich Glass Sparkle Black paint is flawlessly applied the long and purposeful bodywork creating an imposing muscle cruiser that is unlike any other. From the distinctive headlight nacelle to drag-style handlebars and tear-drop fuel tank, the M109R looks even sleeker when the tail cowl is mounted in place of the passenger seat, proving this Boulevard is in a class of one.
- The 109 cubic inch (1783cc), eight-valve, DOHC, 54-degree, liquid-cooled, V-twin produces massive, tractable power and responsive torque. Huge 4.4-inch forged aluminum alloy pistons are two of the largest reciprocating gas engine pistons used in any production passenger car or motorcycle.
- A wide-ratio, constant-mesh five-speed transmission features a tall fifth gear ratio for relaxed highway cruising. The low-maintenance shaft drive is clean-running with minimal torque reaction as it efficiently transmits power to the massive, low-profile 240/40 x 18 rear tire, the widest ever used on a Suzuki motorcycle.
- Like the brakes from a GSX-R1000R, the M109R's radial-mounted, dual front brakes help deliver sure stopping performance. The beefy, inverted fork and the 240mm wide rear tire give the M109R a tough, aggressive stance and help deliver a smooth, comfortable ride.
- The instrument cluster includes a digital tachometer, gear position indicator, and LED indicator lights integrated into the top of the headlight cowl. The turn signals and taillight feature clear lenses for a modern, custom appearance.

ENGINE

- The 109 cubic inch (1783cc), eight-valve, DOHC, 54-degree, liquid-cooled, V-twin produces massive, tractable power and responsive torque.
- Huge 4.4-inch (112mm) forged aluminum alloy pistons are two of the largest reciprocating gas engine pistons used in any production passenger car or motorcycle. They use a race-proven design to reduce friction and inertial mass, enhancing performance.
- Each of the large cylinders is lined with Suzuki's race-proven Suzuki Composite Electrochemical Material (SCEM) for optimum heat transfer, tighter piston-to-cylinder clearances, and reduced weight.
- Suzuki Advanced Sump System (SASS), a compact dry sump lubrication system, reduces engine height, and provides a lower crankshaft position, resulting in a lower center of gravity.
- Suzuki's class-leading electronic fuel-injection system features the Suzuki Dual Throttle Valve system (SDTV) with 56mm throttle bodies, which maintains optimum air velocity for smooth low- to mid-range throttle response.
- A unique two-stage cam drive system creates a compact cylinder head design, further reduces overall engine height, and also contributes to a lower center of gravity.
- A dual spark plug per cylinder ignition system is controlled by a powerful 32-bit ECM, improving combustion efficiency, and reducing exhaust emissions.
- A three-piece, 9.5-liter volume airbox with dual intakes, includes two pleated fabric air cleaner elements located on both sides of the engine.
- The two-into-one-into-two stainless steel chrome-finished exhaust system features Suzuki's digitally controlled SET (Suzuki Exhaust Tuning) system for optimum engine performance and a powerful V-twin sound.
- The sculpted V-twin features polished or chromed engine covers that complement the visually striking cylinders with symmetrical, highlighted cooling fins.
- A wide-ratio, constant-mesh five-speed transmission features a tall fifth gear ratio for relaxed highway cruising.
- Low-maintenance shaft drive is clean-running and has minimal torque reaction as it efficiently transmits power to the massive, wide 18-inch rear tire.

CHASSIS

- A high-tensile steel, double-cradle frame comfortably manages all the M109R's power and torque while delivering agile handling and a plush, smooth ride.
- The massive, low-profile 240/40 x 18 is the widest rear tire ever used on a Suzuki motorcycle.
- Polished inverted front forks feature race-proven cartridge internals with 46mm stanchion tubes that provide 5.1 inches of smooth wheel travel.
- The cast aluminum alloy swingarm uses a progressive linkage and a single rear shock absorber that is adjustable for spring preload to suit rider and passenger weight.
- Twin front fully floating disc brakes with dual-piston calipers and a single-disc rear brake with a dual-piston caliper are ready to haul the bike down from speed.
- Flat-bend, drag-style handlebars are mounted on pull-back risers positioning the bars a short distance from the seat to improve the rider/machine interface, aiding comfort, and control.
- The long fuel tank holds a full 5.2 gallons (4.9 gallons for California model) while enhancing the M109R's stretched profile.
- The tank-mounted analog speedometer features an LCD odometer, dual trip meters, a fuel gauge, and a clock.
- The instrument cluster includes a digital tachometer, gear position indicator, and LED indicator lights integrated into the top of the headlight cowl.
- The turn signals and taillight feature clear lenses for a modern, custom appearance.
- Both rider and passenger seats are made for comfort, allowing freedom of movement, for riders of different sizes, and are well-cushioned.
- An included sporty solo-seat cowling can be quickly swapped for the passenger seat for an even more aggressive look for use on solo rides.



ADDITIONAL

- Genuine Suzuki accessory options for the M109R include a chrome engine guard set, a chrome rear rack that accepts a chrome passenger backrest, a plush gel-seat ideal for touring, and trim-fitting, functional saddlebags.
- A variety of other Genuine Suzuki Accessories for Boulevard owners are available, including a large selection of Suzuki logo apparel.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

M109R BOULEVARD

SPECIFICATIONS

ENGINE

Engine:	1783cc, 4-stroke, liquid-cooled, DOHC, 54°, V-twin
Bore x Stroke:	112.0 mm x 90.5 mm (4.409 in. x 3.563 in.)
Compression Ratio:	10.5:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	5-speed constant mesh
Final Drive:	Shaft drive

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link style, solo shock, coil spring, oil damped
Brake, Front:	Disc brake, twin
Brake, Rear:	Disc brake
Tire, Front:	130/70R18 M/C (63V), tubeless
Tire, Rear:	240/40R18 M/C (79V), tubeless
Fuel Tank Capacity:	19.5 L (5.2 US gal.) 18.5 L (4.9 US gal.) CA model

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK® CR8EK or DENSO® U24ETR x 2
Headlight:	12V 60/55W H4
Tail Light:	LED

DIMENSIONS

Overall Length:	2450 mm (96.5 in.)
Overall Width:	875 mm (34.4 in.)
Overall Height:	1130 mm (44.5 in.)
Wheelbase:	1710 mm (67.3 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	705 mm (27.8 in.)
Curb Weight:	347 kg (764 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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DR650S

DR650S



OVERVIEW

The 2025 Suzuki DR650S continues to be the best all-around, dual-purpose motorcycle available today. Always an outstanding performance value, every DR650S features a dependable, 644cc, oil-cooled, four-stroke, single-cylinder engine carried in a strong steel, semi-double cradle frame.

Strong aluminum, spoke-style rims carrying tires that can manage the street or dirt are fitted so riders can tackle pavement or trails with ease. A variety of riders can enjoy this motorcycle, thanks to a seat height that can be significantly reduced (using the optional Short Side Stand Kit* from Suzuki Genuine Accessories). Whatever riding adventure you plan to undertake, the 2025 Suzuki DR650S is your willing partner.



Solid Special White No. 2



Solid Black & Iron Gray

2025

2025

KEY FEATURES

- A true DualSport, the DR650S is ready to cruise around town, up the highway, or down your favorite trail. Engineered into the suspension is the ability to lower the seat height* (Suzuki dealers can perform using an accessory side stand kit).
- With Solid Black and Solid Gray or bright Solid Special White bodywork that features distinctive blue and black graphics, the DR650S looks good when ridden on any surface. A long, comfortable seat, aluminum footpegs, and grab handles allow the rider to carry a passenger with ease.
- The compact and powerful, 644cc, SOHC, four-stroke, air- and oil-cooled engine features the Suzuki Advanced Cooling System (SACS). Piston-jet cooling and an oil cooler help create consistent performance in a variety of conditions. With an emphasis on low- to mid-rpm range power, a gear-driven balancer shaft minimizes engine vibration.
- The multi-plate clutch has precise push rod actuation for a light lever pull and a consistent release point. A smooth-shifting five-speed transmission is complemented by a sealed O-ring drive chain.
- A lightweight, semi-double cradle steel frame delivers agile handling on- and off-road. An innovative, height-adjustable* fork and link-type rear suspension with a piggyback style, aluminum-body shock absorber provide a smooth and controlled ride.
- DR650S uses a lightweight, low-maintenance battery to feed a convenient electric starter with an automatic decompression system for easy and quick starting. A full street-legal lighting system comes with a bright halogen headlight.

ENGINE

- The compact and powerful, 644cc, SOHC, four-stroke, air- and oil-cooled engine features the Suzuki Advanced Cooling System (SACS). Piston-jet cooling and an engine oil cooler create consistent performance in a variety of conditions.
- The engine is tuned with an emphasis on performance in the low- to mid-rpm range, while a gear-driven balancer shaft minimizes vibration for a comfortable ride.
- A Suzuki Composite Electrochemical Material (SCEM)-coated aluminum cylinder is used for durability, light weight, and excellent heat dissipation.
- Large Mikuni® 40mm carburetor provides a smooth intake flow and quick throttle response.
- The stainless-steel exhaust system is lightweight, corrosion-resistant; and is tuned specifically for strong low- and mid-range power.

DRIVE LINE

- The multi-plate clutch has precise push rod actuation of the pressure plate for a light lever pull and a consistent release point.
- A smooth-shifting five-speed transmission is complemented by a sealed O-ring drive chain.

CHASSIS

- A lightweight, compact, rigid, semi-double cradle frame provides agile handling on- and off-road.
- Innovative, height-adjustable* front fork provides smooth and progressive action. Large diameter, thin-walled tubes reduce unsprung weight, while maintaining high rigidity.
- A link-type rear suspension with a piggyback style, aluminum-body shock absorber helps provide stable performance. The height adjustable* shock features adjustable spring preload and compression damping to personalize the suspension for rider, load, and terrain.
- Front and rear suspensions provide generous 260mm (10.2-inch) wheel travel for superb performance over rough terrain.
- The front brake uses a lightweight 290mm (11.4-inch) stainless steel floating-disc with a two-piston caliper that is complemented by a 240mm (9.4-inch) rear disc with a two-piston brake caliper.
- Aluminum rims with stainless steel spokes are standard and built for durability and strength.
- The wheels are fitted with 90/90-21 front and 120/90-17 dual sport rear tires offering excellent on- and off-road traction.
- Hollow-type wheel axles and an aluminum, beam-style swingarm reduce unsprung weight.

BODY

- With Solid Black and Solid Gray bodywork with contrasting black and orange graphics, or bright Solid Special White No. 2 bodywork that features distinctive blue and black graphics, the DR650S looks good when ridden on any surface.
- A long, comfortable seat, aluminum footpegs, and grab handles allow the rider to carry a passenger with ease.

ELECTRICAL

- DR650S is powered by a lightweight and compact, low-maintenance battery.
- A convenient electric starter (supplemented with a zero-maintenance automatic decompression system) provides easy, quick starting.
- Digitally mapped DC-CDI ignition system provides accurate spark timing for efficient combustion.
- A fully equipped lighting system comes with a bright 60/55-watt halogen headlight.

2025



ADDITIONAL

- Seat height may be lowered by 40 mm (1.6 inches) using a Genuine Suzuki Accessory Kit*. The kit includes a shorter side stand to match the chassis height adjustment.
- Other Genuine Suzuki Accessories include a cargo rack and skid plate, and a selection of Suzuki apparel is available.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** Seat and suspension height is adjustable by your Suzuki Dealer, using a Genuine Suzuki Accessory short side stand kit.*

DR 650S

SPECIFICATIONS

ENGINE

Engine:	644cc, 4-stroke, air-cooled, single cylinder, SOHC
Bore x Stroke:	100.0 mm x 82.0 mm (3.93 in. x 3.23 in.)
Compression Ratio:	9.5:1
Fuel System:	Mikuni® BST40, single carburetor
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID®525V9, 110 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, coil spring, oil damped
Brake, Front:	Disc brake, single floating rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	90/90-21 M/C 54S, tube type
Tire, Rear:	120/90-17 M/C 64S, tube type
Fuel Tank Capacity:	13.0 L (3.4 US gal.) 12.0 L (3.2 US gal.) CA model

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plugs:	NGK® DR8EA or DENSO® X24ESR-U
Headlight:	12V 60/55W (H4)
Tail Light:	12V 21/5W

DIMENSIONS

Overall Length:	2255 mm (88.8 in.)
Overall Width:	865 mm (34.1 in.)
Overall Height:	1195 mm (47.0 in.)
Wheelbase:	1490 mm (58.7 in.)
Ground Clearance:	265 mm (10.4 in.)
Seat Height:	885 mm (34.8 in.) 845 mm (33.2 in.) with optional lowering kit
Curb Weight:	166 kg (366 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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DR-Z 4S

DR-Z4S



OVERVIEW

Introduced in 2000, Suzuki's DR-Z400S instantly earned high acclaim for delivering precise, nimble handling, easy maneuverability, and ultra-reliable performance. Placing the powerful, torque-rich liquid-cooled DOHC, 398cc 4-stroke engine into a light, agile chassis, the DR-Z400S' performance set the standard for modern dual sport motorcycles.

For years, riders have chosen the DR-Z400S, making this fun-to-ride and economically sound motorcycle a favorite mount for navigating forest trails, long range Adventure tours, or simply riding around town. Fans of DR-Z400S wanted their motorcycle to maintain its character and performance but gain new Suzuki technology and features. Suzuki complied with a new, modern dual sport that tapped into the DR-Z legacy; the **2025 DR-Z4S**.

To ensure a continuing heritage, the development of the DR-Z4S included changes so the motorcycle could comply with worldwide emissions, sound, fuel economy, and brake system regulations. Suzuki's development team accomplished these goals while retaining key features, performance, and the nature of the DR-Z400S.

Another goal was to boost appeal and capability by adding the popular Suzuki Intelligent Ride System (S.I.R.S.) suite of advanced electronic rider assist systems. These include Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS), and an ABS** (anti-lock braking system) that can be turned off to match the rider's preferences for riding on unpaved roads and dirt.

Continued...



Champion Yellow No. 2 /
Solid Special White No. 2



Solid Iron Gray

OVERVIEW CONT.

To achieve performance-related goals, Suzuki thoroughly revised the engine, designed a new twin-spar frame and swingarm, fitted all new KYB-supplied, fully adjustable long-travel suspension, and studied and revised every component and system to maximize performance, efficiency, and visual appeal. Additionally, the goal of enhancing build quality was accomplished with modern styling, LED lighting all around, and a full LCD instrument panel which still retained rider-favorite features.

On the styling front, Suzuki designers wanted the look of the DR-Z4S to represent performance and convey the impression that the motorcycle possessed strong off-road capabilities. Sharp lines and flush bodywork hugging the chassis tightly create a slim profile that appeals to riders with aggressive flair. It is a thoroughly modern interpretation that indicates the future direction of Suzuki's dual sport motorcycle design.

The DR-Z4S is the stunning result of this careful study and design. The DR-Z4S performs brilliantly and can handle a variety of terrain and conditions, while delivering a solid and comfortable ride, whether blasting down country trails, negotiating dirt roads through a national park, or handle urban commuting. It is the realization of an exciting package of performance, handling ease and fun that rightfully continues the DR-Z400S legacy.

KEY FEATURES

- Fully revised, the DR-Z4S' engine complies with the latest emissions, sound, and fuel consumption regulations, while delivering the same proven, satisfying level of performance. New higher-lift camshafts with reduced overlap press upon new titanium intake valves and advanced-design hollow sodium-filled exhaust valves with higher rate springs to deliver precise valve timing that results in smooth and linear engine performance.
- Now equipped with Electronic Fuel Injection, the DR-Z4S' engine is fed through an electronically controlled (*Ride-by-Wire*) throttle body with a 42 mm bore and a 10-hole injector that maximizes fuel atomization for better combustion efficiency and lower fuel consumption. The DR-Z4S' evolution to fuel injection significantly improves engine response, idle speed control and peak power output, while also contributing to easier starts.
- The new slim exhaust system has large-diameter, stainless steel head- and mid-pipes, plus a double wall silencer design to reduce heat transfer to the rider or passenger. The left side body cover has a quick-release fastener on the new air cleaner box, retaining the popular, easy access to the air filter element.
- New to a Suzuki dual sport, the Suzuki Intelligent Ride System (S.I.R.S.) helps DR-Z4S riders optimize performance characteristics to suit their riding style, their experience level, and the riding conditions. The S.I.R.S. suite includes the three-mode Suzuki Drive Mode Selector (SDMS), the four-mode Suzuki Traction Control System* (STCS) that includes a G (Gravel) mode for unpaved surfaces, the ABS** (Antilock Brake System) with switchable ABS Rear OFF and ABS Front & Rear OFF modes for off-road use, and the Suzuki Easy Start system that automatically starts the engine with a momentary press of a button.
- The DR-Z4S builds upon the reliable chassis reputation of the prior generation DR-Z400S with a new twin-spar frame and KYB-supplied suspension. The engine resides within the spars, furthering chassis rigidity while the direct connection the spars provide from the steering head to the swingarm pivot enhance the DR-Z4S' steering characteristics.
- New, long-travel, adjustable KYB inverted front fork and fully adjustable KYB rear suspension are easy to tune for the conditions while new, deep-block IRC dual purpose tires (21 in. front and 18 in. rear) provide optimum traction both on and off paved roads. Front and rear disc brakes with axial-mounted calipers are connected to a compact, lightweight ABS unit to match stopping force with available traction.
- The DR-Z4S provides the rider an ergonomically sound and relaxed cockpit with new tapered aluminum handlebars with half-waffle grips, wide rider pegs with removable, vibration-damping rubber inserts, and a new seat with shape and foam optimized for comfort. The new compact, light-weight fuel tank retains prior DR-Z400S capacity of 2.3 US gal. (8.7 L).
- The DR-Z4S' new LCD instrument panel features a straightforward, legible display that supplies critical real-time operating information and reminds the rider of the S.I.R.S. systems settings. Popular features like twin trip meters and joined by a new fuel level indicator. All of the DR-Z4S' lighting is low-draw LED type, including the new bifunction LED headlight that incorporates both the high- and low-beam functions into one, bright projector module. The magneto (stator and rotor) have been redesigned to increase output efficiency to ensure adequate power for the fuel injection and electric start systems.
- Minimalistic and sleek, the MX-inspired styling intentionally exposes key components that visually confirm that the DR-Z4S is an extremely off-road capable motorcycle. The bodywork's emphasis on sharp, flat lines visually announce a new era in Suzuki's dual sport bike design. Riders can choose the iconic Champion Yellow No. 2 / Solid Special White No. 2 bodywork or the stealth-like Solid Iron Gray plastics that blend well with the many blacked-out chassis components.

ENGINE

- The DR-Z4S is powered by a thoroughly updated 398cc single-cylinder four-valve DOHC engine that delivers a smooth, controllable spread of torque from low RPM up through peak power.
- The redesigned cylinder head has optimized shapes for the intake port, intake valve boundary, and a smooth, flat combustion chamber that produces better combustion to provide consistent power under low loads with strong power output under heavier loads.
- The DOHC cylinder head contains a pair of lightweight titanium intake valves and a pair of hollow, sodium filled exhaust valves that help maximize combustion efficiency and performance.
- Like a GSX-R, the DR-Z4S' shim-under-bucket valve adjustment system has long service intervals.
- New camshaft profiles have increased intake lift and optimized valve overlap, contributing to both improved engine performance and world-wide emissions compliance.
- The valve spring rates have been increased to match the increased intake valve lift.
- The DR-Z4S cylinder head features Suzuki's Dual Spark Technology, utilizing two iridium spark plugs, for heightened spark strength and longevity. This also improves combustion efficiency at low engine speeds, smoother power delivery, easier engine start-up, and a more consistent idle.
- Optimization of the new piston's ovality and skirt shape has achieved both a reduction in mechanical loss and smoother, quieter engine operation.
- The Suzuki Composite Electrochemical Materials (SCEM) cylinder is durable and lightweight and provides superior heat transfer.
- The combination of new piston and crankcase designs reduces mechanical loss by up to 20%. This contributes to smoother engine operation, increased power output right up to the rev limit, and improved fuel economy.
- Carried over from the DR-Z400S to the DR-Z4S is the dry sump lubrication system, which contributes to a compact engine design that provides ample ground clearance and a low center of gravity.
- The crankcase has been refined to reduce horsepower-robbing pumping loss and oil agitation.
- Changes were made to the engine's crankcase, cylinder head and other components for optimal mounting into the new, twin-spare frame. The engine covers were also redesigned for durability while presenting a modern appearance.
- Now equipped with Electronic Fuel Injection, the engine is fed through an electronically controlled throttle body with a 42 mm bore and a 10-hole injector that maximizes fuel atomization for better combustion efficiency and lower fuel consumption.
- This new *Ride-by-Wire* throttle body system helps achieve a good balance between idle speed control and peak power output, while also contributing to emission standards compliance.
- The new fuel injection system features easier starts, especially when the engine is cold, and continually monitors throttle position/engine speed and adjusts ignition timing to maintain efficient combustion.
- By achieving an ideal fuel-air ratio, the engine provides good response as the rider opens the throttle.
- Another benefit of the precise *Ride-by-Wire* operation is that it helps customize the engine's output through the Suzuki Intelligent Ride System's (S.I.R.S.) Suzuki Drive Mode Selector (SDMS) feature that allows the rider to tune the engine's power delivery characteristics to the conditions and riding style.
- Every aspect of the new air cleaner box design was studied and updated, including its capacity and outlet shape, to improve intake air flow. The length of the inlet tube and the diameter of its mouth were designed to achieve balance between intake air sound and the engine's power delivery to generate sharp throttle response and powerful low-speed torque.
- The left side body cover has a quick-release fastener, and swings open like a door, retaining the popular, easy access to the air filter element.
- The new exhaust system features a double-wall silencer design that helps protect the rider's legs from extreme heat, also contributing to the DR-Z4S' slim body profile.
- The high-flow, large diameter head pipe, mid-section and exhaust silencer are constructed of stainless steel, which enhances style and appearance of quality.
- The use of a PAIR (air supply) system to the exhaust helps the motorcycle achieve emissions compliance without affecting performance.
- Simple electric starting via a lightweight starter motor with an automatic mechanical decompression system.
- A larger, thermostatically controlled cooling fan mounted to the left radiator helps maintain a consistent operating temperature.
- The magneto (stator and rotor) have been redesigned to increase power generation efficiency.

DRIVE LINE

- The revised, compact, five-speed transmission utilizes a cable-operated clutch with a separate outer cover for simplified clutch maintenance.
- Most of the gears and shafts in the transmission were updated to reduce oil windage (drag) and to increase strength.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip under deceleration for smoother downshifts. The SCAS also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever's pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull and a superb friction-point feel.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- New to a Suzuki dual sport, the advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) help DR-Z4S riders optimize performance characteristics to best suit their riding style, their level of experience, and riding conditions. This helps make the DR-Z4S more predictable, and enjoyable during a spirited run on a paved road, commuting around town, or enjoying a dirt road through the forest. Always ready to support the rider, S.I.R.S. always helps deliver a more exciting, confident, and fun riding experience.
 - The DR-Z4S' S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS), the ABS** (Antilock Brake System) with switchable rear OFF, plus front and rear OFF mode, and the Suzuki Easy Start system for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (SDMS)**
 - Delivering a sense of control and comfort, SDMS provides the DR-Z4S rider with a choice of three different engine power output characteristics (modes). Working in concert with the Traction Control System*, SDMS permits peak power in each mode while changing the nature of the power delivery.
 - These three modes (A, B, and C) provide the rider with a quick and effortless way to alter the DR-ZRS' power delivery characteristics to match his or her riding style or adjust to changing weather, road surface, or other conditions.
 - **Mode A (Active)** provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, mode A is well suited for enjoying aggressive runs on good surfaces.
 - **Mode B (Basic)** is for general, all-around riding, as it features a more linear curve with softer throttle response. The aim is to deliver a satisfying balance of settings that make a good fit for a broad range of riding styles and surface conditions, and to help control engine power in everyday riding situations.
 - **Mode C (Comfort)** aims to prioritize comfort by offering the softer throttle response and more gentle torque characteristics. This setting is a good choice when riding on loose or otherwise slippery surfaces. When the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the new, left-hand handlebar switch assembly, the rider can change SDMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the DR-Z4S lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - STCS continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by retarding the ignition timing and limiting the throttle opening.
 - The rider can select one of four modes (1, 2, G, and OFF). The three active modes (1, 2, and G) differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is the highest sensitivity level – the system engages traction control sooner than Mode 1, helping to virtually eliminate wheel spin, and is well-suited for poor or slippery road conditions, like wet and cold surfaces.
 - **G (Gravel)** mode was developed to provide good off-road performance by retarding ignition timing and momentarily reducing the throttle opening while allowing a certain amount of rear wheel slip (when activated when riding on unpaved surfaces).
 - In **G mode** the intervention timing is set slower than the system's two standard modes, and the maximum level of intervention is set lower. This setting provides the right balance between preventing excessive wheel spin on slippery surfaces and minimizing power loss on surfaces with traction.
 - In **G mode** the DR-Z4S is easier to ride on loose surface conditions, with both flat and undulating terrain. More forgiving of the rider's throttle action, G mode instills confidence in riders of all skill levels when riding out of a ravine with limited surface and rear tire traction.
 - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
 - The STCS modes are displayed on the LCD instrument panel and can be changed on-the-fly, using the left handlebar switches. When the system is trimming power to prevent wheel spin, the TC icon on the instrument panel will illuminate and flash.

Continued...

SUZUKI INTELLIGENT RIDER SYSTEM CONT.

• Antilock Brake System**

- The DR-Z4S is equipped with a compact, yet effective Bosch-supplied ABS control unit that adjusts the brakes' stopping force to match the available traction.
- The DR-Z4S is the first Suzuki production motorcycle with an ABS system with a Front & Rear ABS OFF mode that will deactivate the ABS function for both the front and rear wheels. The DR-Z4S also offers Rear ABS OFF mode, which switches off just the rear wheel ABS.
 - The ABS setting is clearly visible on the LCD instrument panel and can be easily changed using the left handlebar switches.

• Ride-by-Wire Electronic Throttle System

- The electronic throttle system uses the capability of the DR-Z4S' new ECM to convert throttle grip movement and sensor input into instantaneous and precise throttle plate movement in the 42 mm throttle body.
- This system also tunes throttle body action to best match each of the SDMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether enjoying a sporty ride on a winding road or riding on a forest road.

• The Suzuki Easy Start System

- Used for the first time on an electric start Suzuki dual sport model, the Easy Start system allows the rider to easily start the engine with a single, momentary press of the starter button.
 - There is no need to hold down the starter button until the engine starts.
 - There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up.

CHASSIS

- The DR-Z4S continues the precise, nimble handling, and easy maneuverability reputation of the prior generation DR-Z400S. It builds upon this reputation with a new twin-spar frame and KYB-supplied suspension.
- The engine resides in the center of the spars benefitting chassis rigidity while the direct connection the spars provide from the steering head to the swingarm pivot greatly enhance the DR-Z4S' handling characteristics.
- The twin-spar frame is formed from steel pipe that makes it rigid, strong, and supple enough to handle rough surfaces. It also absorbs shocks to reduce their effects upon the rider.
- This trim frame combines cast components with thin chrome-moly steel tubes for exceptional torsional rigidity with minimal weight.
 - The frame's front down tube, and steering head gussets form the dry-sump engine's oil tank.
- The new, bolt-on aluminum sub-frame is comprised of cast and square tubing for low weight and excellent strength.
- These essential frame and sub-frame attributes provide the DR-Z4S good weight carrying capability while simplifying maintenance.
- The new frame and sub-frame provide a similar, ergonomically-sound riding position as the outgoing DR-Z400S.
 - To better suit off-road riding, the new large diameter tapered aluminum handlebar is set 1.10 in. (28 mm) higher while the new, wider rider's pegs are set 0.27 in. (7 mm) higher and 0.90 in. (23 mm) farther back, and the seat height is slightly decreased from 36.8 in. (935 mm) on the DR-Z400S to 36.2 in. (920 mm) on the DR-Z4S.
- The new seat has an optimized width to improve comfort when riding on rough terrain or trails. The seat comfortably supports the rider through carefully selected foam and an exceptionally durable seat cover.
- Light, strong and flexible to help damp vibration to the rider, the large new diameter tapered aluminum handlebars provide a good grip position.
 - The handlebar grips were changed from a full waffle to a half-waffle design to better distribute pressure across the palms while making and makes the grips easier to hold and control.
- New, wider rider footpegs provide good grip to the rider's boots when negotiating trails, whether standing or sitting.
 - The footpegs vibration damping rubber inserts can be removed for even better grip, which may be helpful in slippery conditions.
- The fuel tank is a new, flush lightweight design where the side covers (radiator shrouds) cover both sides (fuel capacity is 2.3 US gal. (8.7 L)).
- Supplied by KYB, the new long stroke (11.0 in. (280 mm)), inverted cartridge-style fork has adjustable compression and rebound damping force for smooth performance on all types of on- and off-road terrain.
- The new, rear KYB shock absorber has 11.6 in. (296 mm) of rear wheel travel with spring preload plus both compression and rebound damping force adjustments, and connects to a new, lightweight aluminum swingarm through a progressive linkage system.
- The new frame and fork yield rake and trail specifications of 27.5°, 109 mm (4.29 in.), delivering a balance of nimble handling and straight-line performance.

Continued...

CHASSIS CONT.

- Spoke-style 21-inch front and 18-inch rear wheels with blacked-out aluminum rims are fitted with IRC GP-410 dual-purpose, tube-type tires.
 - The wheels are sized to accept popular dual sport tires and are set up to accept rim-locks when a more aggressive tread pattern is used.
 - Front wheel 1.60 x 21 in. with an 80/100-21M/C tire.
 - Rear wheel 2.15 x 18 in. with a 120/80-18M/C tire.
- New to a Suzuki dual sport model, the IRC GP-410 dual purpose tires feature an interior structure custom-engineered exclusively for the DR-Z4S. Built to perform optimally, whether negotiating off-road trails or riding on roads, these tires feature large center blocks that help provide a solid grip and contribute to the model's outstanding dirt capability.
- The aluminum under cover is standard equipment that help protects the bottom of the engine and matches the model's rugged, off-road image.
 - Suzuki Genuine Accessories offers a larger, thick aluminum skid plate that offers additional protection for the bottom of the engine and frame when riding on rough terrain.
- The front wheel uses a dual piston, sliding pin, axially mounted caliper that grasps a 270 mm (O.D.) stainless steel brake rotor.
- The rear wheel uses an axially mounted, single piston caliper with a 240 mm brake rotor that is also constructed of stainless steel for good heat dissipation and durability.
 - The DR-Z4S is fitted with axial mounted calipers because of their resistance to vibration when riding over rough terrain.
- New to the DR-Z family of dual sports is an Anti-lock Brake System (ABS) that helps make sure the braking force matches the available traction at the tire.
 - The ABS Control Unit is a compact, lightweight design.

ELECTRICAL

- The DR-Z4S has a newly designed LCD instrument panel that is light and compact, with a straightforward, legible display. This panel not only supplies critical real-time operating status information, but also keeps the rider aware of the settings for the bike's respective systems.
 - The LCD readouts include a speedometer, odometer, dual trip meters, gear position indicator, voltmeter, SDMS mode, Traction Control mode, average and current (instant) fuel consumption readout, fuel level bar, and clock.
 - Around the perimeter of the panel are LED illuminated icons that include a turn signal indicator, MIL (Malfunction Indicator Lamp) indicator, a master warning indicator, a low voltage indicator, coolant temperature warning light, ABS function indicator, neutral indicator light, ABS warning indicator, Traction Control indicator, and high beam indicator.
- The DR-Z4S has new handlebar switch assemblies developed expressly for this model and its capabilities. Designed for an ease of operation and efficiency, this ergonomic switch layout frees the rider to concentrate on the road or trail ahead.
 - The left handlebar switch layout makes selecting modes and changing settings for each of the advanced electronic rider assist systems simple and intuitive. Operating the MODE and UP/DOWN switches, (which recognize long and short presses) makes personalizing the S.I.R.S. settings simple and quick.
 - The right handlebar switch features a new, polyfunctional switch that incorporates the RUN and OFF and momentary press to activate the Suzuki Easy Start system.
- The new bifunction LED headlight is a unique design that incorporates both the high- and low-beam functions into one, bright projector module. Light, compact and durable, this new headlight has low electrical draw and is set into a front cowl with off-road, competitive styling.
- All of the DR-Z4S' lighting is new, low-draw LED type, including the turn signals (white lenses with amber illumination), the tail light, and license plate illumination light.
- The magneto (stator and rotor) have been redesigned to increase power generation efficiency to ensure adequate power for the new fuel injection system and other updated electrical features.
- The proven electric start system provides convenient operation and features a lightweight starter motor and a compact, maintenance-free battery.

STYLING

- The new DR-Z4S marks a significant step forward in dual sport styling, with a new design that emphasizes the model's agile performance and future direction.
 - The bodywork smoothly fits together, creating a “linear connection” from front to rear, through a bold horizontal line that flows from the front fender through to the tail.
 - The MX-inspired styling also conveys the impression that the DR-Z4S is a serious off-road performer.
- The DR-Z4S' new bodywork features Suzuki Champion Yellow No. 2 / Solid Special White No. 2 or Solid Iron Gray bodywork with modern graphics.
 - The “DR-Z” and “4S” decals on each side of the radiator shrouds are modern and subtle.
 - Following the horizontal line along the shrouds, these decals feature a multicolor gradation below the lettering that conveys the DR-Z4S' modern image.
 - A stylized, embossed “Suzuki S” emblem is embossed in the new, numberplate-like front shroud.
- The shape of new mirrors features a parallelogram design that matches the DR-Z4S' styling while improving the rear view for the rider.



ADDITIONAL

- Suzuki Genuine Accessories provide riders a fun and practical way to customize and personalize their DR-Z4S.
 - These accessories include a handlebar-mounted DC power socket, a low-profile seat, a rugged aluminum skid plate, cargo rack, handguard set (knuckle covers), front and rear brake disc guards, and more.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

DR-Z 4S

SPECIFICATIONS

ENGINE

Engine:	398cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	90.0 mm x 62.6 mm (3.5 in. x 2.5 in.)
Compression Ratio:	11.1:1
Fuel System:	Fuel injection, 42 mm throttle body with 10-hole injector
Starter:	Electric
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet multi-plate, SCAS-equipped
Transmission:	5-speed constant mesh
Final Drive:	Sealed O-ring type chain

CHASSIS

Suspension, Front:	KYB-supplied, inverted, telescopic fork with coil spring, oil damped, and adjustable compression/rebound damping force
Suspension Stroke, Front:	280mm (11.0 in.)
Suspension, Rear:	KYB-supplied, link type, coil spring, oil damped shock absorber, with adjustable spring preload and compression/rebound damping force
Wheel Travel, Rear:	296 mm (11.6 in.)
Brake, Front:	Disc brake, single 270 mm diameter stainless steel rotor
Brake, Rear:	Disc brake, single 240 mm diameter stainless steel rotor
Tire, Front:	80/100-21 M/C (51P), tube type
Tire, Rear:	120/80-18 M/C (62P), tube type
Fuel Tank Capacity:	8.7 L (2.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition
Spark plug:	Iridium type (x 2)
Headlight:	Bifunction LED
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2270 mm (89.4 in.)
Overall Width:	885 mm (34.8 in.)
Overall Height:	1235 mm (48.6 in.)
Wheelbase:	1495 mm (58.9 in.)
Ground Clearance:	300 mm (11.8 in.)
Seat Height:	920 mm (36.2 in.)
Curb Weight:	151 kg (333 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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RM-Z250

RM-Z250



The RM-Z250 is designed for closed-course competition use only. Competition motorcycles like the RM-Z250 can only be ridden on non-public land in California per California Air Resource Board (CARB) regulations.

OVERVIEW

With a versatile engine and responsive chassis, the 2025 RM-Z250 remains the choice of professionals and privateers everywhere. Fed by a dual injector EFI system the RM-Z250's four-stroke, four-valve engine delivers strong, usable power through the entire rev range.

Tuning the fuel injection and ignition for maximum performance is easy and quick thanks to Suzuki's smartphone-based MX-Tuner 2.0, and proven fuel-coupler system. The RM-Z250 continues its reputation as the best-handling 250 through a twin-spar aluminum frame and hydro-formed swingarm that carry a KYB® suspension that includes a coil spring fork and a shock with four-way damping force adjustment.

The ergonomically shaped bodywork let the rider easily maneuver the RM-Z250 around the racetrack. Ready for competition or pleasure, the 2025 RM-Z250 delivers outstanding motocross performance in an intelligent and reliable way.



Champion Yellow No. 2

2025

2025

KEY FEATURES

- Superb performance starts with a center-port head as the fuel-injected, 249cc liquid-cooled, four-stroke, four-valve, DOHC engine is proven and dependable while delivering strong peak power and superb throttle response through the entire rev range.
- Thanks to Suzuki's design and production standards, shifting the five-speed transmission is smooth and precise, while the multi-plate, wet clutch uses a lever and cam release mechanism for a light and direct feel.
- Agile handling comes from an aluminum frame that is lighter but has a ten percent increase in torsional rigidity as compared to the prior generation frame, achieving superior front-and-rear weight distribution. The KYB® coils spring fork and shock have fully adjustable damping force for superior suspension response.
- Suzuki's MX-Tuner 2.0 is included and provides the ability to adjust the fuel injection and ignition settings through a smartphone application, while the Suzuki Holeshoot Assist Control (S-HAC) and advanced traction management system provides the rider a performance edge.
- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail. This functional styling and trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.

ENGINE

- Fitted with a center-port cylinder head, the fuel-injected, 249cc liquid-cooled, four-stroke, four-valve, DOHC engine remains proven and dependable.
- The engine delivers strong peak power and superb throttle response through the entire rev range.
- The cylinder head's intake port shape and finish funnels the fuel/air charge into the combustion chamber to increase engine output.
- The large air cleaner has a large outlet tube for a direct path into the throttle body for high-volume airflow.
- The fuel injection system has extra-smooth power delivery, high fuel efficiency, superb reliability, and easy tuning capability.
- Two fuel injectors are used to deliver an ample fuel-air charge for excellent combustion chamber efficiency at all engine speeds.
- The primary fuel injector is at the bottom of the throttle body and sprays fuel at the butterfly valve for outstanding fuel and air atomization. The secondary injector is positioned in the air cleaner inlet duct, so the fuel and air have more time to mix and cool before entering the engine.
- To feed the twin-injector system and mix the fuel and air charge for outstanding throttle response, the RM-Z250 uses a high-capacity fuel pump.
- The distinctive design of the throttle body eliminates a complex control linkage, so the rider feels a more direct connection to the engine.
- The intake camshaft profile has more valve lift than the prior generation RM-Z250, increasing power at all engine speeds.
- The cam chain tension adjuster and guide have been designed to reduce friction and mechanical loss.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight, and efficient heat transfer.
- The machining process at the piston pin holes is refined to reduce stress at the piston crown helping increase reliability.
- Engine starting remains simple due to a proven kickstarter and automatic decompression system that works precisely and efficiently, eliminating the need for a heavy and costly electric start system.
- The high-flow exhaust system has a long head-pipe, tapered mid-section, and multi-layer silencer with good flow through the entire rev range, with an emphasis on low-rpm performance.
- The exhaust silencer is a four-layer design enhancing performance while complying with AMA sound regulations.
- The high-impact plastic engine protectors help guard the coolant pump (on the right) and the stator cover (on the left) from debris and stones.

DRIVELINE

- The five-speed transmission's second gear ratio and overall final ratio match the engine's strong output for outstanding acceleration and top speed.
- True to Suzuki's industry-leading transmission standards, gear shifting is smooth and precise. Carefully designed parts like the precisely machined shift cam and corresponding gears create a transmission a racer can rely on.
- The multi-plate, wet clutch uses a push-rod clutch release mechanism for precise feel of the engagement and disengagement points while riding.
- The lightweight chain guide is shaped to accurately route the drive chain smoothly.

CHASSIS

- The RM-Z250 features a frame and swingarm design that continues Suzuki's reputation of creating the best-handling motocross motorcycles.
- The 2025 RM-Z250 frame is 370 grams (0.8 pounds) lighter but has a ten percent increase in torsional rigidity as compared to the prior generation RM-Z250 frame.
- The aluminum alloy twin-spar frame combines cast and extruded sections to achieve superior front-and-rear weight distribution, while balancing strength and weight.
- The swingarm is shaped using an innovative hydroforming process that maintains strength but weighs 0.6 pounds (270 grams).
- The hydroforming process enabled engineers to create tapered swingarm beams that increased rigidity, while reducing heavier assembly welding.
- The engine's position in the frame is pitched up so the crankshaft sits higher in the chassis to enhance the bike's nimble handling characteristics.
- The rear, upper engine mounts are outboard of the cylinder head to increase rigidity and allow a direct intake path to the engine.
- The engine mounts are aluminum, rather than steel, for reduced weight.
- Hexagonal aluminum rails are used on the sub-frame for lighter weight, a slimmer appearance, and easier air-filter access.
- The sub-frame rails are moved inward to slim the bodywork but are also raised to provide additional space for the larger air cleaner.
- Not only is the sub-frame narrow, but all the bodywork is slim, so the rider can move freely in the cockpit, especially during spirited riding.
- The KYB®-supplied shock absorber has a thin-wire spring, spring guide, cushion rubber guide, and lower link that are lightweight and have better movement reaction. The spring and link weigh a pound (447.5 grams) less than the prior generation's parts.
- This KYB® shock has specialized damping force circuits and a refined rear lever ratio to help improve the suspension's traction characteristics.
- The damping force adjusters have a wide tuning range, so the settings can better match the conditions and the rider's style.
- The high-performance KYB® coil spring fork has legs with the same springs and damping force components, so front suspension tuning, and maintenance is balanced and easy: a great benefit during frequent riding.
- This fork uses a free-piston design that separates air and oil to optimize the damping characteristics. The design also helps control the damping cartridge's pressure and spring recoil, so the fork action remains supple and precise.
- The Renthal® aluminum tapered handlebar has a flatter bend with less pull-back than prior models helping the rider maneuver the RM-Z250.
- A rigid, but lightweight upper fork bracket complements the front suspension and handlebars.
- The front brake has a 270mm diameter, wave-style rotor, and a Nissin® two-piston caliper.
- The rear brake master cylinder hugs the frame beam to reduce dirt contamination and the chance of the rider's boot touching it during riding.
- The wheels have black anodized D.I.D Dirt Star rims with a cross-section design that maintains strength while reducing unsprung weight.
- To match the handling potential of the RM-Z250, the wheels are fitted with the race-developed Dunlop® GEOMAX MX33 tires. Additionally, the rear tire is approximately one half-pound (160 kg) lighter than the tire used on the prior generation RM-Z250.

ADVANCED RIDER AIDS

- Included with the 2025 RM-Z250 is Suzuki's MX-Tuner 2.0 that provides the ability to easily adjust the fuel injection and ignition system settings for improved race performance.
 - Using a smartphone application that wirelessly connects to the MX-Tuner's compact transceiver, fuel delivery and ignition timing can be quickly changed.
 - The MX-Tuner application can pre-program personalized settings into the ECM that can be activated by plugging in one of the supplied fuel couplers.
 - Racers and tuners can easily change settings to match performance-related updates.
 - The application can save multiple settings for different tracks or weather conditions, plus settings can be exchanged with other racers.
 - Real-time engine data and run-time information are accessible to help riders stay on top of bike maintenance.
- Suzuki's proven; easy-to-use fuel couplers are also included to simplify EFI tuning.
 - For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for a richer-than-stock and another for a leaner-than-stock fuel setting.
 - Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- The RM-Z250 features an evolved and efficient traction management system. The Electronic Control Module (ECM) continually measures throttle opening, engine speed, and gear position and then adjusts the ignition timing and fuel injector duration to fine-tune the engine output to help deliver the best traction for the riding conditions.
 - The RM-Z250's traction management system is different from a street bike traction control system because the needs of a motocrosser are different than a street bike. This system does not measure rear tire spin and offers constant adjustment that always helps maximize traction.
- The Suzuki Holeshoot Assist Control (S-HAC) is a selectable launch system derived from the Suzuki factory race bike to help riders' takeoff from the starting gate for an early lead.
 - To deliver race-winning starts, there are three stages of power adjustment from the S-HAC system: 1) the moment of initial launch, 2) when crossing the starting gate, and 3) acceleration up to full-speed.
- There are three S-HAC modes riders can choose for the best option per their skill level and starting conditions.
 - **Mode A: For hard surfaces or slippery conditions at the starting gate.** In this mode, S-HAC alters ignition timing at the start of the launch and during the ride over the gate to reduce wheel slip to deliver a smooth takeoff. It also advances ignition timing during this sequence for stronger acceleration. After six seconds or when you reach fourth gear, the system shuts off and returns to normal ignition timing.
 - Benefit of Mode A: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Mode B: When conditions at the starting gate have better traction, and a more aggressive launch is desired.** S-HAC will advance the ignition timing to allow increased throttle response and stronger acceleration off the line. The ignition timing alteration is similar to Mode A, but with increased overall timing. The system will return the ignition to normal operation in three situations (whichever happens first): After six seconds, or when the bike reaches fourth gear, or when the throttle is closed. The system then shuts off and returns to normal ignition timing.
 - Benefit of Mode B: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Base Mode: Standard power launch, no action required on the S-HAC switch.**

BODY

- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail, enhancing the impression of speed while reducing weight and easing service.
- The functional styling and the motorcycle's trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.
- Compared to the prior generation RM-Z250, the 2025 edition has ergonomic improvements including the foot pegs moved 0.12 inches (3.3 mm) forward and 0.2 inches (5.2 mm) upward, while the handlebar grip position is moved 0.3 inches (7.4 mm) forward and 0.15 inches (3.8 mm) downward.
- The plastic fuel tank weighs a half-pound less than the prior generation's aluminum tank. Fuel capacity is 1.66 US gallons.
- The seat base, inner fenders, and side covers were developed to reduce moisture and dirt reaching the air cleaner. This helps prevent debris from contaminating the air filter.
- The slim seat has a specialized foam density to increase rider comfort. The seat has a large gripper panel that runs nose-to-tail on the cover.
- The Suzuki Champion Yellow bodywork is enhanced with distinctive striping and logo graphics.

2025



ADDITIONAL

- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

RM-Z 250

SPECIFICATIONS

ENGINE

Engine:	249cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	77.0 mm x 53.6 mm (3.0 in. x 2.1 in.)
Compression Ratio:	13.75:1
Fuel System:	Fuel injection, dual-injector type
Starter:	Primary kickstarter with automatic decompressor
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 520DMA4K, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped, adjustable damping
Suspension, Rear:	Single unit, link type, coil spring, oil damped, adjustable spring preload and damping force

Brake, Front:	Disc brake, single rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	80/100-21 M/C 51M, tube type
Tire, Rear:	100/90-19 M/C 57M, tube type
Fuel Tank Capacity:	6.3 L (1.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plug:	NGK® CR8E1B-10

DIMENSIONS

Overall Length:	2185 mm (86.02 in.)
Overall Width:	835 mm (32.9 in.)
Overall Height:	1255 mm (49.4 in.)
Wheelbase:	1485 mm (58.46 in.)
Ground Clearance:	330 mm (13.0 in.)
Seat Height:	955 mm (37.5 in.)
Curb Weight:	106 kg (233 lb.)

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RM-Z450

RM-Z450



The RM-Z450 is designed for closed-course competition use only. Competition motorcycles like the RM-Z450 can only be ridden on non-public land in California per California Air Resource Board (CARB) regulations.

OVERVIEW

The RM-Z450's sleek, race-ready appearance, strong engine, and nimble chassis provide the effective power and precise handling required to continue Suzuki's race-winning legacy. The RM-Z450's controllable engine will captivate you with its high peak power, as its agile chassis continues to be the class standard for cornering performance, with the added bonus of legendary Suzuki reliability.

Tuning the electronic fuel injection and ignition systems for maximum performance is easy thanks to Suzuki's smartphone-based MX-Tuner 2.0 or proven fuel-coupler system that are included with each RM-Z450. Whether you are racing under stadium lights or enjoying a track day with friends and family, the 2025 RM-Z450 can bring serious MX performance in a smart, reliable way.



Champion Yellow No. 2

2025

2025

KEY FEATURES

- Delivering excellent throttle response through the entire rev range, the 449cc, liquid-cooled, four-stroke, four-valve, DOHC engine is the latest incarnation of Suzuki's proven fuel-injected powerplant that delivers high peak horsepower with strong torque characteristics.
- Thanks to Suzuki's design and production standards, shifting the five-speed transmission is smooth and precise, while the multi-plate, wet clutch uses a lever and cam release mechanism for a light and direct feel.
- Balancing lightness with strength to achieve exceptional handling, the aluminum frame and beam-style swingarm support the fully adjustable, the SHOWA® Balance Free spring fork and shock that deliver remarkable damping response.
- Suzuki's MX-Tuner 2.0 is included and provides the ability to adjust the fuel injection and ignition settings through a smartphone application, while the Suzuki Holeshoot Assist Control (S-HAC) and advanced traction management system provide the rider a performance edge.
- The Suzuki beak-inspired styling has sharp front fender and radiator shroud shapes that blend into the frame's side covers and into an upswept tail. This functional styling and trim chassis permit a variety of rider positions that facilitate maneuvering and comfort.

ENGINE

- The 449cc, liquid-cooled, four-stroke, four-valve, DOHC engine is the latest incarnation of Suzuki's proven and reliable fuel-injected powerplant.
- The engine has high peak horsepower with strong torque at lower engine speeds for excellent throttle response through the entire rev range.
- The cylinder head intake port shape creates a high amount of tumble flow to the incoming fuel/air to increase power output.
- The air cleaner's large and straight opening creates a more direct air path to the throttle body to increase performance.
- Suzuki's advanced fuel-injection system creates extra-smooth power delivery, high fuel efficiency, and superb reliability.
- The RM-Z450's throttle body design locates the fuel injector, fed by a high-pressure fuel pump, so the injector sprays fuel directly at the butterfly valve to improve atomization of the fuel/air charge.
- This throttle body design eliminates a complex control linkage, so the rider feels a more direct connection to the engine.
- The intake camshaft profile has more valve lift than the prior generation RM-Z450, increasing power at all engine speeds.
- The compact aluminum cylinder is finished with Suzuki Composite Electrochemical Material (SCEM) coating for durability, light weight, and efficient heat transfer.
- The piston's casting includes strengthening ribs near the wrist pin bosses to match component reliability to the engine's high horsepower.
- Engine starting is simple and efficient due to a long kickstart lever, well-matched internal gear ratios, a large air cleaner and breather system, plus an automatic decompression system that works precisely and efficiently, eliminating the need for a heavy and costly electric start system.
- The high-flow exhaust system complies with AMA sound regulations.
- Strong, high-impact plastic engine protectors help guard the coolant pump (on the right) and the stator cover (on the left) from debris and stones.

TRANSMISSION AND DRIVE

- The well-sorted, five-speed transmission enables precise gear shift operation. This precise transmission feel is the result of an accurately machined shift cam for exact gear selection. Specialized machining processes also increase the precision of the matching gears.
- The multi-plate, wet clutch uses a lever and cam release mechanism for precise feel of the engagement and disengagement points while riding.
- The lightweight chain guide is shaped to accurately route the drive chain smoothly.

CHASSIS

- The RM-Z450's twin-spar frame and twin-beam swingarm design continues Suzuki's tradition of delivering the best-handling motocross machines available.
- This aluminum alloy, twin-spar frame combines cast and extruded sections to achieve superior front-and-rear weight distribution while balancing strength and weight.
- The frame is 1.32 pounds (700 grams) lighter than the prior generation RM-Z450 to improve cornering performance and shock absorption while delivering stable handling.
- The swingarm is comprised of thin, yet strong, materials for improved cornering performance and stable handling.
- The short wheelbase and frame head pipe location produce quick and nimble handling characteristics.
- Hexagonal aluminum rails are used on the sub-frame for light weight, a slimmer appearance, and easier air filter service.
- The sub-frame rails route inward to slim the bodywork, but also route upwards to provide additional space for the large air cleaner and the advanced BFRC shock absorber.
- Like the trim sub-frame, the bodywork is slim to enable the RM-Z450 rider to move freely in the cockpit, especially during spirited riding.
- Inspired by the advanced suspension from the GSX-R1000R Superbike, the RM-Z450 is fitted with a Showa® BFRC shock absorber.
- The BFRC uses a separate, external damping circuit that improves the responsiveness of damping force to deliver excellent traction and better absorption over bumps.
- The fully adjustable BFRC controls damping so well during minute suspension movements that ride comfort is increased at lower speeds, while performance is enhanced at higher speeds.
- The Showa® coil spring fork has large inner tubes and rod pipes for strength and durability.
- Springs in each fork leg combine with large, adjustable damping cylinders to deliver better response to the terrain and provide a strong feeling of control to the rider.
- Front suspension tuning and maintenance are balanced and easy: a great benefit during frequent riding.
- The strong Renthal® aluminum tapered handlebar has a straighter bend than prior models to help the rider during aggressive maneuvering.
- The lightweight upper fork bracket was developed to complement the Showa® coil spring front suspension and handlebars.
- The front brake uses a large 270mm, wave-style rotor with a twin piston caliper.
- The trim rear brake master cylinder hugs the frame beam to reduce dirt contamination and the chance of the rider's boot touching it during riding.
- To support the RM-Z450's strong engine, braking, and handling performance, the bike is fitted with racetrack-developed Bridgestone® Battlecross X30 tires.
- The wheels feature black anodized rims with a cross-section design that maintains strength while reducing un-sprung weight.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

ADVANCED ELECTRONICS

- Included with the 2025 RM-Z450 is Suzuki's MX-Tuner 2.0 that helps provide the ability to easily adjust the fuel injection and ignition system settings for improved race performance.
 - Using a smartphone application that wirelessly connects to the MX-Tuner's compact transceiver, fuel delivery and ignition timing can be quickly changed.
 - The MX-Tuner application can pre-program personalized settings into the ECM that can be activated by plugging in one of the supplied fuel couplers.
 - Racers and tuners can easily change settings to match performance-related updates.
 - The application can save multiple settings for different tracks or weather conditions, plus settings can be exchanged with other racers.
 - Real-time engine data and run-time information are accessible to help riders stay on top of bike maintenance.
- Suzuki's proven; easy-to-use fuel couplers are also included to simplify EFI tuning.
 - For quick fuel adjustments to suit riding conditions, two couplers are provided. One is for a richer-than-stock and another for a leaner-than-stock fuel setting.
 - Riders can change fuel settings in seconds by simply connecting either coupler to the wire harness.
- The RM-Z450 features an evolved and efficient traction management system. The Electronic Control Module (ECM) continually measures throttle opening, engine speed, and gear position and then adjusts the ignition timing and fuel injector duration to fine-tune the engine output to help deliver the best traction for the riding conditions.
 - The RM-Z450's traction management system is different from a street bike traction control system because the needs of a motocrosser are different than a street bike. This system does not measure rear tire spin and offers constant adjustment that always helps maximize traction.
- The Suzuki Holeshoot Assist Control (S-HAC) is a selectable launch system derived from the factory race bike to help rider's takeoff from the starting gate for an early lead. There are three launch modes riders can choose for the best option for their skill level and the starting conditions. There are also three stages to Mode A and Mode B of the S-HAC system. This helps riders at the initial moment of launch, when crossing the gate, and through acceleration to full speed. The S-HAC settings for Mode A on the RM-Z450 are specially tuned to aid the rider's throttle control during launches.
 - **Mode A: For hard surfaces or slippery conditions at the starting gate.** In this mode, S-HAC alters ignition timing at the start of the launch and during the ride over the gate to reduce wheel slip to deliver a smooth takeoff. It also advances ignition timing during this sequence for stronger acceleration. After six seconds or when you reach fourth gear, the system shuts off and returns to normal ignition timing.
 - Benefit of Mode A: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Mode B: When conditions at the starting gate have better traction, and a more aggressive launch is desired.** S-HAC will advance the ignition timing to allow increased throttle response and stronger acceleration off the line. The ignition timing alteration is similar to Mode A, but with increased overall timing. The system will return the ignition to normal operation in three situations (whichever happens first): After six seconds, or when the bike reaches fourth gear, or when the throttle is closed. The system then shuts off and returns to normal ignition timing.
 - Benefit of Mode B: For novice riders, and/or hard and slippery traction conditions, use Mode A for a more controlled launch.
 - **Base Mode: Standard power launch, no action required on the S-HAC switch.**
- Designed for motocross use, the lightweight, battery-less, electronic fuel injection system is key to the engine's efficient power delivery.

BODY

- Suzuki beak-inspired styling has a sharper front fender and radiator shrouds blending into side covers and an upswept tail, enhancing the impression of speed while reducing weight and easing service.
- The functional styling and the motorcycle's trim chassis permit a variety of comfortable rider positions.
- The seat base, inner fenders, and side covers were developed to reduce the amount of moisture and dirt reaching the air cleaner. This helps prevent debris from contaminating the air filter element.
- Made with a special density foam, the seat is well shaped and slim to help the rider maneuver the motorcycle. The seat has a large blue gripper panel that runs nose-to-tail on the cover.
- The Champion Yellow bodywork is enhanced with a graphics package that features distinctive striping and Suzuki logos.
- The plastic fuel tank weighs a half-pound less than the prior generation's aluminum tank. Fuel capacity is an ample 1.7 US gallons (6.3 L).

2025



ADDITIONAL

- Suzuki Genuine Accessories include items that can enhance the RM-Z's performance and simplify maintenance.
- See Suzuki's industry leading contingency programs at www.SuzukiCycles.com/Racing.

RM-Z 450

SPECIFICATIONS

ENGINE

Engine:	449cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	96.0 mm x 62.1 mm (3.78 in. x 2.40 in.)
Compression Ratio:	12.5:1
Fuel System:	Fuel injection, 44mm throttle body
Starter:	Primary kickstarter with automatic decompressor
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 520DMA2K, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped, adjustable damping
Suspension, Rear:	BFRC-link type, coil spring, oil damped, adjustable spring preload, and damping force
Brake, Front:	Disc brake, single rotor
Brake, Rear:	Disc brake, single rotor
Tire, Front:	80/100-21 M/C 51M, tube type
Tire, Rear:	110/90-19 M/C 62M, tube type
Fuel Tank Capacity:	6.3 L (1.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plug:	NGK® DIMR8C10

DIMENSIONS

Overall Length:	2175 mm (85.6 in.)
Overall Width:	835 mm (32.9 in.)
Overall Height:	1260 mm (49.6 in.)
Wheelbase:	1480 mm (58.3 in.)
Ground Clearance:	330 mm (13.0 in.)
Seat Height:	960 mm (37.8 in.)
Curb Weight:	112 kg (247 lb.)

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DR-Z 50

DR-Z50



OVERVIEW

The 2025 Suzuki DR-Z50 is ideal for young, beginning riders. The DR-Z50 wraps big bike looks around a platform developed to keep adults in control of the ride. This Suzuki-built minibike brings ease and convenience to riders just getting started on two wheels.

The 49cc four-stroke engine delivers smooth, controllable power and adults can adjust its power output so young riders can learn at a proper pace. With an automatic clutch, three-speed transmission, electric starting, and a low 22-inch seat height, the DR-Z50 helps build young rider confidence.

This motorcycle can be in the family for years, thanks to its rugged construction and sturdy 10-inch wheels; The DR-Z50 is the perfect way to get your whole family involved in motorcycling!



Champion Yellow No. 2

2025

2025

KEY FEATURES

- Powered by a dependable, 49cc, four-stroke engine, the DR-Z50 has plenty of torque to deliver the right level of performance for a younger rider. The engine's peak power can be controlled via the adjustable throttle limiter allowing adults to control engine output to suit the young rider's ability.
- Starting the DR-Z50 requires a simple push of the electric start button. Riders can also kickstart the bike, so a fun day of riding is always available. The DR-Z50 provides the security of a keyed ignition, so the engine cannot run unless an adult has switched it on.
- The RM-Z-inspired styling with bright yellow bodywork lets the rider enjoy a big bike look and appeal. The slightly forward-leaning riding position aids rider mobility, while the low 22-inch seat height puts entry-level riders at ease.
- The easy-to-use automatic clutch smoothly transmits power through the three-speed manual foot-shift transmission, so beginning riders learn key gear shifting techniques, while discovering the joy of riding.
- The DR-Z50 has a durable steel frame and swingarm designed to carry a wide range of riders and can easily tackle a variety of riding conditions. The inverted front fork has a RM-Z-inspired design for smooth riding on a variety of terrain surfaces, with 3.8 inches of front wheel travel to absorb bumps.

ENGINE

- Powered by a dependable, 49cc, four-stroke engine, the DR-Z50 has plenty of torque to deliver the right level of performance for a younger rider.
- The DR-Z50's engine has a smooth power band with peak power that can be controlled via the adjustable throttle limiter allowing supervising adults to control engine output to suit the young rider's ability.
- Clean-burning four-stroke engine is EPA Emissions compliant.
- The 2025 DR-Z50 is eligible for California off-highway vehicle (OHV) registration.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.

DRIVELINE

- The easy-to-use automatic clutch smoothly transmits power through the three-speed manual foot-shift transmission, so beginning riders learn key gear shifting techniques, while discovering the joy of riding.

CHASSIS

- Inverted front fork has a RM-Z-inspired design to produce enjoyable riding on a variety of terrain surfaces, with 3.8 inches of front wheel travel to absorb bumps.
- Do not be fooled by the DR-Z50's light weight: It has a durable steel frame and swingarm designed to carry a wide range of riders and can easily tackle a variety of riding conditions.
- Strong braking performance is provided by front and rear drum brakes. Adjustable front brake lever fits a variety of different-sized hands to help enhance young rider use.

ELECTRICAL

- Starting the DR-Z50 requires a simple push of the electric start button. Riders can also kickstart the bike, so a fun day of riding is always available.
- Adult supervision is essential, so young riders get off to a safe and fun start to motorcycling. The DR-Z50 provides the security of a keyed ignition, so the engine cannot run unless an adult has switched it on.

BODY

- Aggressive RM-Z-inspired styling with bright yellow bodywork and complementary black, blue, and red graphics let the rider enjoy a big bike look and appeal.
- Low 22-inch seat height puts entry-level riders at ease. A slightly forward-leaning riding position allows for maximum rider mobility.

SAFETY INFORMATION

- The DR-Z50 is designed for use by children and off-road use only—do not use on public roads. Single rider only—weight limit 40 kg (88 pounds).
- The DR-Z50 is not recommended for children under age seven. Adult supervision is required during operation.
- Rider must always wear a helmet, eye protection, and protective clothing. Ride safely and be thoughtful of others.

2025



ADDITIONAL

- A variety of Genuine Suzuki Accessories for DR-Z50 families are available, including a wide selection of Suzuki logo apparel.
- Suzuki six-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

DR-Z 50

SPECIFICATIONS

ENGINE

Engine:	49cc, 4-stroke, air-cooled, single cylinder, OHC
Bore x Stroke:	39.0 mm x 41.8 mm (1.53 in. x 1.64 in.)
Compression Ratio:	9.7:1
Fuel System:	Mikuni® VM13, single carburetor
Starter:	Electric with back-up primary kickstarter
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Automatic clutch
Transmission:	3-speed constant mesh, manual foot-shift
Final Drive:	Chain, DID® 428DS, 78 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring
Suspension, Rear:	Swingarm type, coil spring, oil damped
Brake, Front:	Drum brake
Brake, Rear:	Drum brake
Tire, Front:	2.50 - 10 33J, tube type
Tire, Rear:	2.50 - 10 33J, tube type
Fuel Tank Capacity:	3.0 L (0.8 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (CDI)
Spark plugs:	NGK® CR7HSA or DENSO® U22FSR-U

DIMENSIONS

Overall Length:	1320 mm (52.0 in.)
Overall Width:	580 mm (22.8 in.)
Overall Height:	790 mm (31.1 in.)
Wheelbase:	935 mm (36.8 in.)
Ground Clearance:	135 mm (5.3 in.)
Seat Height:	560 mm (22.0 in.)
Curb Weight:	54 kg (119 lb.)

WARRANTY

Warranty:	6-month limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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2025

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DR-Z125L

DR-Z125L



OVERVIEW

Well suited for young and smaller stature riders the 2025 DR-Z125L can take on the dirt like a larger, more expensive bike. Large-diameter 19-inch front and 16-inch rear tires, as well as a front disc brake, deliver big bike performance to a size-appropriate motorcycle. The DR-Z125L is the perfect platform to build essential riding skills upon, thanks to a true manual clutch and a five-speed transmission.

Styled to mirror Suzuki's championship-winning RM-Z models, this DR-Z brings sharp handling plus strong low-end and mid-range engine power. An off-road value, the DR-Z125L is an unassuming, easy to ride package packed with loads of fun.



Champion Yellow No. 2

2025

KEY FEATURES

- Compact, 124cc, four-stroke, single cylinder, SOHC, air-cooled engine with a Mikuni® VM20SS carburetor provides strong low- to mid-range power delivery that can be easily managed.
- The DR-Z's clean-burning four-stroke engine is Environmental Protection Agency (EPA) Emissions compliant. The 2025 DR-Z125L is eligible for California Off-Road registration.
- The bright Suzuki factory Championship Yellow No. 2 bodywork design provide a seamless surface for easy maneuverability. The 32-inch seat height lets the bike fit a variety of riders.
- Easy-pull, manual clutch lever lets the rider control takeoffs and power delivery. Five-speed transmission with link-type, foot-operated gearshift system for precise operation.
- Lightweight, high-rigidity steel frame and rear beam-style swingarm and lightweight wheels with aluminum rims (19-inch front/16-inch rear) help reduce unsprung weight, contribute to agile handling, and smooth suspension performance.
- Precise digital CDI ignition system has an ignition-timing map tuned to optimize the engine's power characteristics.

ENGINE

- Compact, 124cc, four-stroke, single cylinder, SOHC, air-cooled engine provides strong low- to mid-range power delivery that can be easily managed.
- Mikuni® VM20SS carburetor contributes to excellent throttle response.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinder is used for durability, weight reduction, and superior heat transfer.
- Spark-arrestor equipped muffler is environmentally friendly yet has a pleasant exhaust note.
- Clean-burning four-stroke engine is Environmental Protection Agency (EPA) Emissions compliant.
- The 2025 DR-Z125L is eligible for California Off-Road registration.

DRIVELINE

- Five-speed transmission with link-type, foot-operated gearshift system for precise operation and valuable feedback to the rider.
- Easy-pull, manual clutch lever lets the rider control takeoffs and power delivery.

CHASSIS

- Lightweight, high-rigidity steel pipe frame and rear beam-style swingarm are designed specifically to create a compact, mid-sized off-road machine.
- Lightweight aluminum rims (19-inch front/16-inch rear) help reduce unsprung weight, contribute to agile handling, and smooth suspension performance.
- Braking is provided by a lightweight front hydraulic disc brake and rear mechanical drum brake.
- Telescopic front forks and link-type rear suspension provide long wheel travel and smooth, progressive action that creates an enjoyable, comfortable ride.
- The rear shock absorber spring preload is fully adjustable for a wide range of riding conditions and rider weight.
- A lightweight plastic skid plate helps protect the bottom of the engine.

ELECTRICAL

- Precise digital CDI ignition system has an ignition-timing map tuned to optimize the engine's power characteristics.

BODY

- Bright Suzuki factory Championship Yellow No. 2 bodywork includes blue, black, and red race-inspired graphics.
- The seat and bodywork design provide a seamless surface for easy maneuverability.
- Appropriate 32-inch seat height lets the bike fit a variety of riders.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for DR-Z125L owners are available, including a wide selection of Suzuki logo apparel.
- Suzuki six-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

DR-Z125L

SPECIFICATIONS

ENGINE

Engine:	124cc, 4-stroke, air-cooled, single cylinder, SOHC
Bore x Stroke:	57.0 mm x 48.8 mm (2.244 in. x 1.921 in.)
Compression Ratio:	9.5:1
Fuel System:	Mikuni® VM20SS, single carburetor
Starter:	Primary kickstarter

DRIVETRAIN

Clutch:	Wet, multi-plate
Transmission:	5-speed constant mesh
Final Drive:	Chain, DID® 428HG, 130 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, coil spring, oil damped
Brake, Front:	Disc brake, single rotor
Brake, Rear:	Drum brake
Tire, Front:	70/100-19 M/C 42M, tube type
Tire, Rear:	90/100-16 M/C 52M, tube type
Fuel Tank Capacity:	4.8 L (1.3 US gal.)

ELECTRICAL

Ignition:	Electronic Ignition (CDI)
Spark plugs:	NGK® DR8EA or DENSO® X24ESU

DIMENSIONS

Overall Length:	1885 mm (74.2 in.)
Overall Width:	770 mm (30.3 in.)
Overall Height:	1110 mm (43.7 in.)
Wheelbase:	1270 mm (50.0 in.)
Ground Clearance:	290 mm (11.4 in.)
Seat Height:	805 mm (32.0 in.)
Curb Weight:	89.0 kg (196 lb.)

WARRANTY

Warranty:	6-month limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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BURGMAN 400

BURGMAN 400



OVERVIEW

The 2025 Suzuki Burgman 400 brings unequaled styling, technical, and rider features that affirm its supremacy over its competitors. The Burgman's strong and responsive 400cc engine is coupled with a rider-selectable Traction Control* system offering the rider peace of mind and excellent road-holding ability in a variety of road conditions.

Riders and passengers will enjoy the spacious and comfortable ergonomics as the large-diameter 15-inch cast front wheel and 13-inch rear wheel provide excellent handling while enhancing the Burgman's visual appearance. Blending unmatched styling, engine, and chassis performance, along with confidence-inspiring rider aids, the Suzuki Burgman 400 continues as the premium scooter-of-choice for riders of all experience levels.



Metallic Matte Black No. 2

2025

2025

KEY FEATURES

- The Burgman 400's bodywork is both slim and sporty, matching the scooter's agile personality. Spacious under-seat storage and two front compartments with a DC power outlet provide a variety of cargo carrying options.
- The polished, 400cc, liquid-cooled, four-stroke, DOHC, single cylinder, fuel-injected engine delivers balanced performance with strong low- to mid-range torque providing powerful acceleration up to its peak horsepower in the upper RPM range.
- The fully automatic CVT (Continuously Variable Transmission) provides smooth, linear power delivery for comfortable riding, whether commuting, or touring on the open road, or when riding with a passenger.
- The Burgman 400's telescopic front forks provide a generous 4.3 inches of wheel travel and the link-type, mono-shock rear suspension that delivers motorcycle-like handling with exceptional maneuverability.
- The Burgman's Traction Control* system reduces rear wheel slipping when taking off from a stop or when riding on slippery roads, while the standard Anti-lock Brake System (ABS)** monitors wheel speed to help match stopping power to available traction. The Easy Start system starts the engine quickly and easily with a momentary press of the starter button.
- The analog/LCD panel Instrument Cluster features an elegant, yet functional design with an easy-to-read, analog speedometer and tachometer dials flanking a digital display with an odometer, dual trip meters, fuel gauge, average fuel consumption meter, ambient temperature indicator, and a clock.

ENGINE

- The polished, 400cc, liquid-cooled, four-stroke, DOHC, single cylinder, fuel-injected engine delivers balanced performance with strong low- to mid-range torque providing powerful acceleration up to its peak horsepower in the upper RPM range.
- The engine's DOHC four-valve configuration allows ideal positioning of the intake and exhaust valves for superior mechanical advantages and efficient fuel combustion. The benefits can be felt in smooth, instantly available acceleration.
- Carefully selected camshaft timing reduces valve overlap, further improving combustion efficiency, ensuring the Burgman 400 complies with worldwide emission standards.
- The Suzuki EFI system controls the Pulsed Secondary Air Injection (PAIR) system and receives O2 feedback from the catalyzer-equipped exhaust, boosting fuel efficiency and easily achieving emissions compliance.
- The high-capacity air cleaner aids throttle response and boosts acceleration in stop-and-go traffic. Located under the seat, it has been designed to emit an exciting intake sound.
- The ten-hole fuel injector delivers a finer fuel spray that more effectively combines with intake air, improving fuel consumption and overall performance.
- The highly efficient engine employs Suzuki's Dual Spark technology where a pair of long-life iridium spark plugs fire at precise intervals optimizing combustion efficiency.
- Designed with strong computing power, the Engine Control Module (ECM) provides quick and smooth operation of the Traction Control* system, as well as the Easy Start and Automatic Idle Speed Control (ISC) systems.
- The Automatic Idle Speed Control (ISC) system always ensures proper engine idle speed, even after a cold engine start.
- The engine's tuning also increases the Burgman's fuel economy, taking further advantage of the scooter's low weight to extend the riding range of the generous 3.6-gallon fuel tank.

DRIVELINE

- The fully automatic CVT (Continuously Variable Transmission) provides smooth, linear power delivery for comfortable riding at any speed.
- The Burgman's reliable performance is always available, whether commuting, touring on the open road, or when riding with a passenger.

2025

CHASSIS

- The Burgman 400's frame is constructed from rigid, large-diameter, lightweight thin-wall tubes resulting in improved handling.
- The 41 mm telescopic front forks have a generous 4.3 inches of wheel travel complementing the link-type, mono-shock rear suspension to deliver motorcycle-like handling and exceptional maneuverability.
- A large 15-inch front wheel replaces the 14-inch wheel of the prior-generation scooter helping provide excellent stability and an enhanced visual appearance. The cast front wheel carries a pair of 260mm disc brake rotors while the 13-inch rear wheel has a 210mm hydraulic disc brake rotor, all ABS-equipped**.
- An easy-to-operate, T-handle parking brake lever is located on the dash near the ignition switch to prevent rear wheel movement when engaged.
- The ignition switch is fitted with a magnetic security cover that opens only with a correctly coded key.

RIDER AID

- The Burgman's Traction Control* system reduces slipping when taking off from a stop with the throttle fully open and helps reduce wheel spin on slippery or uneven road surfaces to help maintain efficient forward movement.
 - Whether riding across wet asphalt or cobblestone streets, traction control helps offer the rider peace of mind with excellent road-holding ability.
 - The system can be toggled on and off with a switch on the right handlebar.
 - A centrally located icon on the instrument cluster informs the rider that the traction control system is on.
 - A traction control (TC) LED icon on the speedometer illuminates at startup as a check symbol and flashes when the system averts rear wheel spin while riding.
- The standard Anti-lock Brake System (ABS)** monitors wheel speed and helps match stopping power to available traction.
 - The compact ABS control unit weighs 0.8 pounds (36 g) less than the unit used in the prior generation Burgman 400.
 - An Anti-lock Brake System (ABS) LED at the top of the instrument cluster illuminates at startup as a check symbol and will flash if the system is active.
- The Suzuki Easy Start System allows the Burgman to start quickly and easily with a momentary press of the starter button (the front brake must be applied for the starter to function).

ELECTRICAL

- The Burgman's analog/LCD panel Instrument Cluster features an elegant, yet functional design.
 - Large, easy-to-read, analog speedometer and tachometer dials flank a digital display showing an odometer, dual trip meters, fuel gauge, average fuel consumption meter, ambient temperature indicator, and clock.
 - The centrally located LCD panel displays riding range and instant fuel consumption, making it easier for the rider to conserve fuel.
 - Eco Drive Indicator+ on the tachometer illuminates when the Burgman is ridden in a fuel-efficient manner and may help riders learn techniques to better conserve fuel.
 - An LED service indicator reminds the rider at a preset distance to perform regular maintenance.
 - An LED freeze indicator++ on the tachometer face alerts the rider that icy conditions may exist.
- The scooter's nose features sharply styled dual LED headlights with integrated LED position lights and turn signals mounted beneath. The clean and bright front end is instantly recognizable as a Suzuki Burgman.
- The Burgman's slim rear deck features independent LED rear-combination lamps with the turn signals at their tips. Its sharply sculpted design expressing elegance and agility.

BODY

- The Burgman 400's bodywork is both slim and sporty, matching the scooter's agile personality.
- The upswept windscreen has a trim appearance from every angle while delivering optimum wind protection and a clear view of the road.
- Abundant luggage space includes a 42-liter, under-seat storage compartment, large enough for two helmets, plus two front compartments for small personal items. Convenient switchable under-seat lights illuminate the entire storage area.
 - *Helmet sizes and shapes vary, so some helmets may not fit in the under-seat compartment.*
- The front bodywork contains two storage compartments: a 2.8-liter compartment on the left and a 3.5-liter compartment on the right with a convenient DC power outlet for charging electric devices.
- The plush, exquisitely sculpted two-up seat features a weather-resistant cover with a leather-like texture, enhancing the Burgman's look of luxury.
- The stepped dual seat has 3.1-inch (78.5 mm) thick padding for extra comfort. The seat's slim and wide profile further augments rider and passenger comfort.
- To increase comfort, especially on longer rides, the seat incorporates a rider's backrest that is adjustable by a half-inch or a full-inch, fore-and-aft, at the press of a lever.
- The combination of the seat changes and floorboard position create an upright riding position that is comfortable and sporty.
- Cutaway footboards allow the rider to comfortably move and support the scooter at stops and starts.
- Fold-down rear footrests provide comfort, letting the passenger feel planted and relaxed, even during extended rides.
- A pair of ergonomically designed grab bars are mounted to the sides of the seat helping the passenger maintain a good, comfortable grip on the scooter.
- A security gate incorporated in the lower portion of the bodywork allows a chain lock to be passed through a body panel, then around the frame, and then around an immovable object



ADDITIONAL

- Stylized Suzuki "S" 3D emblems on the front-leg shield and the upper meter panel reinforce the quality and sophistication of the brand.
- A variety of Genuine Suzuki Accessories for Burgman owners are available, including a top case, taller windscreen, and a wide selection of Suzuki logo apparel.
- 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

* The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

+ The Eco Drive Indicator does not automatically improve fuel economy but may help riders refine their riding efficiency and improve fuel consumption.

++ The freeze indicator starts blinking when the ambient temperature falls below 37°F (3°C). It continues to blink for 30-seconds, then remains lit until the ambient temperature rises above 51°F (5°C).

BURGMAN 400

SPECIFICATIONS

ENGINE

Engine:	400cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	81.0 mm x 77.6 mm (3.189 x 3.055 in.)
Compression Ratio:	10.6:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Transmission:	CVT (automatic, centrifugal clutch)
Final Drive:	V-belt drive

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	25° / 101 mm (3.98 in.)
Brake, Front:	Disc brake, twin 260 mm, ABS-equipped
Brake, Rear:	Disc brake, single 210 mm, ABS-equipped
Tire, Front:	120/70-15M/C (56S), tubeless
Tire, Rear:	150/70-13M/C (64S), tubeless
Fuel Tank Capacity:	13.5 L (3.6 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK CR7EIA-9 or DENSO IU22D x 2
Headlight:	Dual LED (high- and low-beam, plus position lights)
Tail Light:	LED

DIMENSIONS

Overall Length:	2235 mm (88.0 in.)
Overall Width:	765 mm (30.1 in.)
Overall Height:	1350 mm (53.1 in.)
Wheelbase:	1580 mm (62.2 in.)
Ground Clearance:	125 mm (4.9 in.)
Seat Height:	755 mm (29.7 in.)
Curb Weight:	218 kg (481 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-8R



OVERVIEW

The Suzuki GSX-8R is an exciting fusion of sportbike appeal, performance, and riding pleasure that will appeal to a wide range of riders with varying levels of experience. Riding upon the engineering advances of the GSX-8S, the agile GSX-8R is designed to satisfy, whether riding around town or heading out for a sporty run through winding mountain roads on the weekend.

At the core is Suzuki's new-generation parallel-twin 776cc DOHC engine with a responsive chassis built around it, creating a stunning sportbike package. Every aspect of the 8R's design is geared toward delivering a satisfying experience to riders who desire more power than a 650cc class sportbike can deliver, who aspire to ride a bike with the sharp styling of an elegant sportbike, and who desire a satisfying ride that is reassuring, reliable, and ready for action.



Metallic Matte Black No 2



Pearl Ignite Yellow



Metallic Triton Blue

2025

KEY FEATURES

- The GSX-8R is an exciting, fully faired Suzuki sportbike styled by the artist's pen and refined by the wind tunnel. Propelled by Suzuki's new-generation 776cc parallel-twin engine, the 8R is fitted with a Showa® SFF-BP fork and matching rear shock for agile and sure handling that helps this model be at the pinnacle of the middleweight sportbike category.
- GSX-8R riders will enjoy exceptional ergonomics like well-placed foot pegs, a comfortable seat, and forged aluminum separate handlebars that place the rider in a sporty riding position. That mild, forward-leaning position is shielded from wind sounds and buffeting by the sleek fairing and wind tunnel-developed windscreen.
- The ABS-equipped** NISSIN® radial-mounted four-piston brake calipers grasp a pair of 310mm front brake rotors. Dunlop® Roadsport 2 radial tires (120/70ZR17 at the front; 180/55ZR17 at the rear) are designed for the GSX-8R to deliver the right combination of agility and grip.
- The GSX-8R's compact 776cc parallel-twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation. Suzuki's Clutch Assist System (SCAS) smooths shifting and engine braking while shifting has never been easier with the standard Bi-directional Quick Shift System.
- Another advantage the GSX-8R has over competitors is the Suzuki Intelligent Ride System (S.I.R.S.) suite of electronic rider aids that include a three-mode Suzuki Drive Mode Selector and the four-mode Advanced Traction Control System* plus the popular Easy Start & Low RPM Assist systems. It is easy to track the 8R's performance through its full-color five-inch TFT LCD instrument panel which has the best format in its class.
- Select from Suzuki's hero Metallic Triton Blue, bright Pearl Ignite Yellow, or the new, always popular Metallic Matte Black No. 2 paint scheme – each featuring the unique graphics and font motif introduced by the GSX-8S that connect this mid-size sportbike to Suzuki's legacy of performance.
- A variety of Suzuki Genuine Accessories are available for the GSX-8R, such as a solo seat cowl, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a selection of Suzuki logo apparel. 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).

ENGINE

- The GSX-8R's new-generation 776cc parallel-twin DOHC engine delivers a superb balance of smooth, controllable, torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides a power delivery and distinctive exhaust rumble like the 90-degree V-twin engine used in other Suzuki models.
- The spaced nature of the engine's power pulses enhances traction and contributes to the strong power output at extremely low speeds, helping make the GSX-8R easy to maneuver in slow traffic or through tight corners.
- Suzuki Cross Balancer technology, patented by Suzuki, and used for the first time on a production motorcycle, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Finite Element Method) analysis to maximize strength and minimize weight.
- The 84mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's SCEM process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and provides a consistent, wear-resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies use a specially configured Accelerator Position Sensor (APS) to provide an authentic response and feel to the rider's throttle operation.
- The GSX-8R has two ten-hole, long-nose, 49 PSI (343 kpa) high-pressure-feed fuel injectors that help maximize fuel atomization for better combustion efficiency and lower fuel consumption.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the GSX-8R's trim chassis.
- The GSX-8R has a distinctive short muffler design that produces an exciting and unique exhaust note. Most of the exhaust system is located under the chassis in an optimal, centralized location that benefits handling.
 - The stainless-steel 2-into-1 exhaust system uses a high-flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards.
 - From the mid-pipe, the exhaust flows into an under-chassis chamber that has a short muffler design with an upswept end cap that slightly protrudes from the right side of the chassis.
- The digital ignition fires long-reach, iridium-type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components are designed to last longer than conventional spark plugs.

ENGINE CONT.

- A large-capacity radiator effectively cools the parallel twin's power output. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This helps stabilize combustion and helps to reduce exhaust emissions.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (similar to those used on certain GSX-R models).

TRANSMISSION, CLUTCH & DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift System, enabling the rider to shift without clutch operation.
- The GSX-8R's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip for smoother downshifts. The SCAS also works as an assist clutch, increasing plate pressure under acceleration, but always helping keep the clutch lever's pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull and a superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel-twin engine and constructed with rugged steel pipe, the GSX-8R's backbone style frame was developed to provide excellent straight-line stability, to contribute to nimble handling, and to perform well in the city, on twisty roads, and at highway speeds.
 - The engine is suspended and precisely fit to the frame to create a rigid chassis that also provides the compliance required for sport riding.
 - The frame and engine package helps create sporty chassis geometry with rider-friendly ergonomics.
- The steel sub-frame has short and narrow seat rails that result in low and slim seating that help riders maneuver the motorcycle and touch the ground at stops.
- Matched to the GSX-8R's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity aiding straight-line and cornering performance.
- Different than the components on the GSX-8S, the GSX-8R's front fork and single-shock rear suspension are tuned to maximize performance and comfort when riding on city streets or on twisty roads.
 - The Showa® SFF-BP (Separate Function Fork – Big Piston) inverted fork has 41mm inner tubes with 5.1 inches (130 mm) of smooth travel helping deliver a comfortable and controlled ride.
 - The unique design of the SFF-BP fork eliminates the damping cartridge in one fork leg to hold an oil-bathed spring while increasing the size of the piston in the other leg, resulting in lighter overall weight with superb spring and damping characteristics.
 - The link-type rear suspension with a Showa® mono-shock is tuned for superb straight-line performance and cornering agility, even when carrying a passenger.
 - Rear wheel travel is 5.1 inches (130 mm).
 - The shock's cam-style spring preload adjuster is particularly useful when heading out to ride tandem or adding cargo.
- The GSX-8R rides on 17-inch lightweight, cast aluminum wheels that look great and contribute to the bike's nimble handling and sporty performance.
 - Front rim size is 17 x 3.5 in., rear rim size is 17 x 5.5 in.

CHASSIS CONT.

- Dunlop® Roadsport 2 radial tires (120/70ZR17 at the front and a wide 180/55ZR17 at the rear) are custom-engineered to perform optimally on the GSX-8R, helping provide great grip in dry or wet conditions, faster warm-up, and long tread life.
 - These wheels and tires were developed to work in harmony with the GSX-8R's chassis and suspension to help provide great grip, stability and nimble handling while providing a comfortable ride.
- Dual front brakes with 310mm diameter discs and radially mounted NISSIN® four-piston calipers help provide strong and consistent stopping power.
- The front brakes are complemented by a 240mm stainless-steel rear disc brake with a NISSIN® single-piston caliper.
- The compact Anti-lock Brake System (ABS)** controller helps match the stopping force to the available traction.
- The GSX-8R features a 57.7 in. (1,465 mm) wheelbase that helps contribute to straight-line performance. Additionally, the chassis geometry is tuned to ensure nimble handling and cornering ability, while keeping the motorcycle compact.
- The GSX-8R has an upright, forward-leaning riding position that effectively distributes weight to the front and rear of the chassis while offering the rider comfort, particularly on long rides. The compact parallel-twin engine allows the rider's foot pegs to be set in an ideal position, creating a mild sport riding position between the separate handlebars, footrests, and seat.
- The GSX-8R is fitted with forged aluminum separate handlebars. The use of aluminum not only minimizes weight, but the pressure applied in the forging process helps create highly rigid components.
 - The lower, more forward placement of the separate handlebars helps the rider lean over the bars in a weight-forward riding position, helping make sporty rides more enjoyable.
 - In addition to increased comfort and a more upright posture, these changes help make it easier for the rider to steer the front end with less effort.
- The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.
- The GSX-8R's fairing-mounted mirrors were designed and evaluated to enhance aerodynamic performance and wind protection. Their sharp design adds a sophisticated flair to the GSX-8R's modern, sporty styling. Being fairing mounted, these mirrors are easier for the rider to visually acquire the mirror's face, helping the rider identify objects behind the motorcycle while helping reduce eye fatigue.
- The rider's seat is designed for comfortable sport riding, delivering solid support for the rider. The rear edge of the seat is shaped to increase freedom of movement and is covered in material that provides positive grip.
 - The GSX-8R's seat height of 31.9 inches (810 mm) contributes to the sporty riding position and helps riders plant their feet on the ground when stopped.
 - Positioned higher so the passenger can see over the rider's shoulder, the rear seat shape matches the GSX-8R's styling but has ample padding.
 - This separate pillion seat includes a hand strap for the passenger and can be replaced with an optional sport cowl for solo rides with a race-inspired style.
 - Both seats are covered in a rugged, weather-resistant material providing a good balance between grip and smooth rider movement.
- The painted front fender features a bold upright strut that extends upward toward its leading edge. Adding strength and deflecting road debris from the inner fork tube, this strut also contributes to the GSX-8R's sporty appearance.
- The 3.7-gallon (14L) fuel tank has a narrow rear section that flows into the front of the rider's seat, creating additional clearance for the rider's knees.
 - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.

STYLING & BODY

- Suzuki designed the GSX-8R to be a modern interpretation of sportbike styling that is compelling enough to set a trend for an exciting new generation of motorcycles ready to carry the Suzuki brand into the future.
 - The full fairing is a significant element of the GSX-8R's appearance and is a departure from the modest cowl and radiator shrouds of the sibling GSX-8S.
- Using a "Visual Structure" styling concept, the designers exposed the GSX-8R's functional parts and painted them to focus on the visceral appeal of select structural elements and to highlight the mechanical beauty of the motorcycle.
 - Highlights include details such as the separate handlebars, the painted seat rails and aluminum wheels, the short muffler design, and the slim rear fender.
- Another styling concept of the GSX-8R is "Icon". The designers respected Suzuki's iconic GSX-R series design and 35-year heritage of the series, while working to create a thoroughly modern interpretation. One example of the tribute to the GSX-R's iconic styling is the front fairing design.
- The GSX-8R's front fairing functionally directs the flow of air from the nose of the cowl and then out the sides. This helps reduce turbulence and contributes to a smoother riding experience.
 - Though related to the GSX-R series in terms of design DNA, the GSX-8R is a fresh and unique appearance foreshadowing the future of Suzuki sportbike design.
- The windscreen for the GSX-8R was developed after extensive wind-tunnel testing to help reduce rider fatigue on long rides by reducing wind sounds and buffeting.
- As sleek and muscular as the GSX-8R's fairing design is, it is also quite functional and incorporates street-going components
 - The fairing contains a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology to illuminate the road ahead.
 - Supplied by Koito®, the independent, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
 - Adding to the visibility of the motorcycle is a thin, compact LED position light above the headlights where its bright light adds to the unique appearance of Suzuki's newest sportbike.
- Other elements of the GSX-8R stylish bodywork include the full fairing being complimented by the short, compact muffler outlet, exposed subframe, and slim tail section creating a compact body that emphasizes the parallel-twin engine.
- The 2025 GSX-8R is available with a trio of body color choices:
 - Metallic Triton Blue (YSF): This popular sparkling blue with silver logos, accents, and wheels presents a stately, historic look upon this Suzuki sportbike.
 - Pearl Ignite Yellow (QZY): There is no mistaking that a serious sportbike has arrived when it is sporting Suzuki's iconic yellow bodywork. The silver wheels match the exposed sub-frame, while the black graphics match the black sections of the bodywork.
 - New to the 2025 GSX-8R is a Metallic Matte Black No. 2 (YKV) paint scheme that is sure to be a popular choice. The silver subframe and controls contrast well with the black wheels and bodywork, projecting a serious performance attitude.
- The GSX-8R displays the same modern graphic and font motif from the GSX-8S. This connects this sportbike to Suzuki's legacy of performance, but further emphasizes the "8R" moniker which resembles the endless loop of the infinity symbol.
- Styling details extend to the engine as the clutch cover and magneto cover have dark-gray finishes that complement the GSX-8R's body colors, while the SUZUKI name on the cover is in a contrasting, machined silver to bring attention to this modern engine.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) help GSX-8R riders optimize performance characteristics to best suit their riding style, their level of experience, and riding conditions. This helps make the GSX-8R sportbike more predictable, and enjoyable on a spirited ride or commuting, and it always helps add up to a more exciting, confident, and fun riding experience.

- The GSX-8R's S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS) and the Bi-directional Quick Shift System (QS).

- The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.

• Suzuki Drive Mode Selector (S-DMS)

- S-DMS provides the rider with a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
- These three modes (A, B, and C) provide the rider with a quick and effortless way to alter the GSX-8R's power delivery characteristics to match his or her riding style or adjust to changing weather, road surface, or other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on clean, winding roads in clear weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions and to help control engine power in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
- Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the color TFT instrument panel.

• Suzuki Traction Control System (STCS)*

- The four-mode STCS on the GSX-8R lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
- STCS continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
- The rider can select one of four modes (1, 2, 3, and OFF). The three active modes differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - **Mode 3** is the highest sensitivity level – the system engages traction control sooner than the other modes helping to virtually eliminate wheel spin, and is well-suited for poor or slippery road conditions, like wet and cold surfaces.
 - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- The STCS modes are displayed on the TFT instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon on the instrument panel will illuminate and flash.

• Ride-by-Wire Electronic Throttle System

- The electronic throttle system uses the capability of the GSX-8R's 32-bit, dual-processor ECM, and CAN-bus wire harness to convert throttle grip movement and sensor input into instantaneous and precise throttle plate movement in the two 42mm throttle bodies.
- This system also tunes throttle body action to best match each of the S-DMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

• Bi-directional Quick Shift System (QS)

- This QS system allows the GSX-8R rider to shift up or down quickly and easily, without operating the clutch or throttle.
- To ensure smoother upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the GSX-8R's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
- An icon on the TFT instrument panel (between the speedometer and gear position display) indicates QS status. The QS system can be easily switched on or off using the left-handlebar switch.
- The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift System precisely responds to the rider's actions.

• The Suzuki Easy Start System

- Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. At any air or engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so the starter motor automatically stops once the engine has started.

• The Low RPM Assist System

- The Low RPM Assist system seamlessly increases engine speed to smooth the power delivery when launching from a standing start or when riding at low speeds, helping ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

• S.I.R.S. Supporting Technologies

- **Controller Area Network (CAN bus)**
 - Key to the operation of the S.I.R.S., the GSX-8R uses an interconnected information network instead of a conventional wiring harness.
 - Because it requires fewer wires, this CAN bus wiring lets the GSX-8R be lighter and simpler and provides a way for the advanced components – such as the quick shifter – to have faster data transmission with the ECM.
 - The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.
- **Engine Control Module (ECM)**
 - The 32-bit, dual-core ECM has a fast processor and specialized programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the GSX-8R.

ELECTRICAL

- The GSX-8R instrument panel uses a full-color, five-inch TFT LCD screen. This high-quality instrument panel is set into the inner fairing above the separate handlebars, for good visibility and protection from road debris.
- The TFT panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left-center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, and S-DMS settings.
 - Depending upon the rider's selection, the lower right portion of the panel can display coolant temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational issue.

Continued...

ELECTRICAL CONT.

- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
 - Charging output is 375W @ 5,000 RPM.
- The handlebar switches were designed for intuitive operation (to help the rider better maintain focus on the road).
 - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
 - The left handlebar switch is designed so selecting modes, making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
 - Headlight control is a flip of the finger – the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- The nose of GSX-8R's fairing houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology.
 - Supplied by Koito®, the independent, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to illuminate the road.
- Adding to the visibility of the motorcycle is a thin, compact LED position light above the headlights where its bright light adds to the unique appearance of Suzuki's newest sportbike.
- The GSX-8R's front LED turn signals are mounted in thin, arrow-shaped housings, extending outward from the middle portion of the fairing. Mounted to the side of the rear LED taillight, the rear turn signals use the same lightweight and low-draw LED illumination as the front signals.
- With lower electrical draw than conventional lighting, the LED headlights, position lights, turn signals, and taillight complement the GSX-8R's sharp, sportbike styling while improving both visibility and durability.



ADDITIONAL

- A variety of Suzuki Genuine Accessories are available for the GSX-8R, such as a solo seat cowl, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a selection of Suzuki logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX-8R

SPECIFICATIONS

ENGINE

Engine:	776cc, 4-stroke, liquid-cooled, DOHC parallel-twin
Bore x Stroke:	84.0 mm x 70 mm (3.3 in. x 2.8 in.)
Compression Ratio:	12.8:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Force-fed circulation, wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	O-ring style drive chain, 525 x 118L

CHASSIS

Suspension, Front:	SHOWA® inverted telescopic, coil spring, oil damped
Suspension, Rear:	SHOWA® link type, single shock, coil spring, oil damped
Rake / Trail:	25° / 104mm (4.1 in.)
Brake, Front:	NISSIN®, Radial-mount 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	NISSIN®, 1-piston caliper, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	14.0 L (3.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Iridium type x 2
Headlight:	Mono-focus LED x 2
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2115 mm (83.3 in.)
Overall Width:	770 mm (30.3 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1465 mm (57.7 in.)
Ground Clearance:	145 mm (5.7 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	205 kg (452 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX250R ABS



OVERVIEW

The 2025 GSX250R ABS is Suzuki's answer to approachable performance, sportbike-inspired styling and everyday practicality. Aimed at a wide variety of riders, including new ones, this fully faired sportbike offers smooth power delivery, nimble handling, and an easy to service powerplant. Its efficient twin-cylinder, fuel-injected engine makes it perfect for commuting, weekend rides, or extended adventures, while offering exceptional fuel economy with a range of over 250 miles** per tank.

Safety features and comfort are at the forefront, with anti-lock brakes (ABS)*, a low seat height, and slim design that boosts rider confidence. KYB suspension and ten-spoke aluminum wheels add stability and precision on any road, while the GSX250R's sporty bodywork ensures it stands out. With its practicality and unmistakable Suzuki DNA, the GSX250R ABS is the ultimate quarter-liter sportbike for those looking to dive into the thrill of motorcycling.

GSX
250R ABS



Metallic Diamond Red /
Pearl Nebular Black

2025



KEY FEATURES

- This fully faired, quarter-liter sportbike has an aggressive, flowing styling true to Suzuki's sportbike heritage. The GSX250R ABS's two-tone Metallic Diamond Red and Pearl Nebular Black paint scheme brings big bike quality to the 250 class.
- The fuel-injected 248cc, parallel-twin engine is tuned to maximize low- to mid-range torque for a performance characteristic that emphasizes ease of operation while delivering smooth, responsive power with a superb fuel economy of approximately 73.6 mpg**.
- The stylish and trim fuel tank holds 4.0 US gallons (15.0 liters) of gasoline for an excellent riding range. With a full tank of gasoline, the GSX250R ABS has a potential riding range of over 250 miles**.
- The comfortable, roomy ergonomics for rider and passenger, plus a slim fuel tank, helps riders easily plant their feet on the ground when stopped. The separate rear seat is set higher, so the passenger has a better view over the rider's shoulder.
- The semi-double-cradle frame provides a strong foundation for the GSX250R ABS's bodywork, and quality KYB suspension components that round out a chassis ready for your next riding assignment.
- Hydraulic, ABS-equipped* front and rear disc brakes grasp petal-style stainless steel rotors mounted to ten-spoke, 17-inch, cast aluminum wheels that are shod with IRC tires to provide sporting performance across a variety of road conditions.
- An open-type regulator/rectifier reduces charging-system draw that can rob power from the engine. A maintenance-free battery helps make sure the GSX250R ABS quickly starts each time.
- The GSX250R ABS features a reverse-lit LCD instrument panel and a bright halogen headlight, plus distinctive position lamps and taillight that feature high-tech, surface-emitting LEDs.

ENGINE

- The 248cc, parallel-twin engine that powers the GSX250R ABS has been refined to maximize low- to mid-range torque to deliver a power characteristic that emphasizes ease of operation.
- A proven engine design and fuel-injection (EFI) tuning yields exceptional fuel economy of approximately 76 mpg** while satisfying worldwide emission requirements.
- Electronic Fuel Injection (EFI) stabilizes the engine idle and helps provide nearly linear throttle response for clean, exciting performance.
- The camshaft profile helps maximize engine performance when riding at road speeds of 15 to 55 mph. This helps the GSX250R ABS deliver true, practical performance.
- The valve train employs roller-type rocker arms for valve actuation to reduce mechanical losses.
- Screw and nut valve lash adjusters help keep maintenance simple and inexpensive.
- The intake valves have a slim stem profile near the head to optimize airflow into the combustion chamber.
- Low-tension piston rings are used to reduce friction, while a special honing pattern on the cylinder wall increases oil retention for additional friction reduction.
- A coupling-type balancer shaft fitted to the engine's crankshaft reduces vibration and enhances rider comfort.
- A unique oil pump design is used in the GSX250R ABS to reduce frictional loss while providing excellent engine lubrication.
- Dual head pipes effectively route the exhaust through a high-flow catalyzer and into a stylish solo muffler covered with a buffed stainless-steel shield.
- Designed to get the most out of the engine's mid-range performance and emit a pleasing sound, the GSX250R ABS's exhaust is lightweight and stylish.
- A six-speed transmission, with gear ratios well matched to the engine's output, further improves low- to mid-range power delivery.

2025

CHASSIS

- Suzuki's sporting essence is present in the GSX250R ABS's full bodywork that features an aggressive style with a futuristic flair. Styling cues from historic and current Suzuki sportbikes appeal to both new and experienced riders.
- The fairing routes cool air to the radiator while moving hot air from the engine away from the rider.
- The nose of the motorcycle features unique dual LED position lights, angular fairing-mounted mirrors, and an effective sport windshield that incorporates slots that help reduce wind buffeting.
- The mass-forward styling of the tail section and its LED taillight are evocative of the GSX-R1000R.
- The stylish and trim fuel tank holds 4.0 US gallons (15.0 liters) of gasoline for excellent riding range. With a full tank of gasoline, the GSX250R ABS has a potential riding range of over 250 miles**.
- The comfortable, contoured rider's seat has a low seat height of 790mm (31.1 inches).
- The separate rear seat is set higher, so the passenger has a better view over the rider's shoulder.
- The semi-double-cradle frame provides a strong foundation for the GSX250R ABS's quality suspension, ABS-equipped brakes*, and exciting bodywork.
- The well-tuned telescopic fork soaks up bumps for smooth tracking up front – whether riding on irregular city streets or faster open roads.
- Rear suspension action is managed by a mono-shock system that stays hidden from view to augment the bike's performance style. With a seven-way adjustable spring preload, the rear suspension can be easily tuned when adding a passenger or cargo*.
- The clip-on handlebar's design and reach were developed to provide a comfortable riding position.
- The five-way adjustable front brake lever allows the rider to position the lever for comfort and confidence.
- Hydraulic, ABS-equipped* front and rear disc brakes grasp petal-style stainless steel rotors.
- Ten-spoke, 17-inch, cast aluminum wheels are shod with IRC tires that provide sporting performance across a variety of road conditions.

ELECTRICAL

- The GSX250R ABS is equipped with a back-lit multifunction LCD instrumentation panel that displays a wealth of information.
- At the top of the display is a bar-graph tachometer, and in the center is a large digital speedometer with a convenient digital clock and digital gear position indicator.
- Also present in the panel are the odometer, twin trip meter, fuel level readouts, and an indicator for service reminders. A bright, programmable shift light is joined by LED alert indicators for the turn signals, engine functions, ABS, and high beam.
- The bright halogen headlight is bracketed by a pair of distinctive position lamps using high-tech, surface-emitting LEDs.
- The rear taillight also uses surface-emitting LEDs for excellent visibility to traffic.
- The turn signals feature amber incandescent bulbs with clear lenses and are well placed to not interfere with a passenger or accessories*.
- Projected tip-style spark plugs enhance combustion, improving throttle response and fuel economy.
- The GSX250R ABS uses an open-type regulator/rectifier to reduce charging-system draw that can rob power from the engine. A maintenance-free battery helps make sure the motorcycle quickly starts each time.



ADDITIONAL

- Suzuki 12-month limited warranty with unlimited mileage. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- Three-dimensional "S" badges on the fairing and upper fork bracket celebrate the Suzuki brand and its heritage of technological and styling excellence.
- A variety of Genuine Suzuki Accessories for GSX250R ABS owners are available, including a large selection of Suzuki logo apparel.
- For more details, please visit www.suzukicycles.com.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please ride carefully and do not overly rely on ABS.*

*** Suzuki's fuel economy estimates are based on EPA exhaust emission measurement tests conducted by Suzuki and are intended for comparison purposes only. Your actual mileage may vary depending on how you ride and maintain your vehicle, road and driving conditions, tire pressure, engine break in, accessories, cargo, rider and passenger weight, and other factors.*

+ Never exceed the GVWR (Gross Vehicle Weight Rating) of this motorcycle. The GVWR is the combined weight of the machine, accessories, payload, rider, and passenger. Review the Owner's Manual for accessory and loading information.

GSX 250R ABS

SPECIFICATIONS

ENGINE

Engine:	248cc, 4-stroke, liquid-cooled, SOHC, parallel-twin
Bore x Stroke:	53.5 mm x 55.2 mm (2.10 in. x 2.17 in.)
Compression Ratio:	11.5:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, sealed O-ring type, DID 520VF or RK 520KRO, 116 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Single shock, coil spring, oil damped
Brake, Front:	Nissin, 2-piston caliper, single disc, ABS-equipped
Brake, Rear:	Nissin, 1-piston caliper, single disc, ABS-equipped
Tire, Front:	110/80-17M/C (57H), tubeless
Tire, Rear:	140/55-17M/C (66H), tubeless
Fuel Tank Capacity:	15 L (4.0 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V 55/60W (H4 halogen) and LED position lights
Tail Light:	LED

DIMENSIONS

Overall Length:	2085 mm (82.1 in.)
Overall Width:	740 mm (29.1 in.)
Overall Height:	1110 mm (43.7 in.)
Wheelbase:	1430 mm (56.3 in.)
Ground Clearance:	160 mm (6.3 in.)
Seat Height:	790 mm (31.1 in.)
Curb Weight:	181 kg (399.0 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-R600



OVERVIEW

The 2025 GSX-R600 embodies Suzuki's tradition of blending race-winning capability with impeccable street manners. The GSX-R600's compact, powerful, four-cylinder engine promptly reacts when the rider twists the throttle, while its supremely refined suspension and brakes provide precise, responsive handling. The superb ergonomics boost control and comfort while the iconic GSX-R bodywork looks great under any of the three available paint schemes.

The GSX-R600's race-ready look is not manufactured; it is the true byproduct of decades of production roadracing dominance that continues to this day. For a rider considering a mid-size supersport bike at home on the track or the street, there is only one choice: the Suzuki GSX-R600.

GSX-R 600



GSX-R750Z model shown

Pearl Brilliant White/
Metallic Triton Blue



Pearl Brilliant White/
Metallic Matte Stellar Blue



Solid Iron Gray /
Glass Sparkle Black

2025

KEY FEATURES

- Developed through successful racing, the slim and lightweight bodywork creates an exciting, aerodynamic style that works exceptionally well at speed. The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- The GSX-R600's compact, fuel-injected 599cc, four-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.
- A race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry while the close-ratio six-speed transmission has Suzuki's legendary smooth and precise shifting characteristics that pay dividends on the street or racetrack.
- The twin-spar aluminum frame effectively connects the steering head with the swingarm pivot portion of the chassis in a way that balances light weight and strength. The Showa® Big Piston Front Fork (BPF) and remote reservoir rear shock absorber are adjustable to deliver exceptional handling.
- Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two racing-developed engine control maps to suit road or track conditions and personal tastes.
- The compact, lightweight instrument cluster is track day-ready with a built-in lap timer/stopwatch and programmable shift light. The distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights.

ENGINE

- The compact, 599cc, four-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.
- The energy-efficient engine employs forged pistons, shot-peened connecting rods, chrome-nitride-coated upper compression and oil control rings, and pentagonal ventilation holes that reduce frictional and mechanical losses.
- Lightweight and durable forged pistons were designed using the same Finite Element Method (FEM) and fatigue analysis technology used for the Suzuki MotoGP racing engines.
- Camshafts with aggressive valve-lift profiles use proven MotoGP racing engine technology – the first time this method has been applied to a production Suzuki.
- Lightweight titanium alloy valves are controlled by single-coil valve springs to reduce valve train mass, reducing mechanical losses at high rpm.
- Suzuki Dual Throttle Valve (SDTV) fuel injection uses eight fine-spray eight-hole injectors for improved fuel atomization, which contributes to more complete combustion.
- The four-into-one stainless steel exhaust system uses a titanium muffler fitted with a Suzuki Exhaust Tuning (SET) valve that maximizes torque and improves throttle response, especially in the low- to mid-rpm range.
- An Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- Advanced, MotoGP-developed transistorized ignition control programming helps maintain more precise spark timing across the ranges of engine speed and temperature.

DRIVELINE

- The close-ratio six-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gears, making it easier for a racer to get a good start while improving straight-line acceleration and drive out of corners.
- A race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry.

2025

CHASSIS

- The lightweight and compact twin-spar aluminum alloy frame is constructed of five cast sections producing an optimum balance of light weight and strength.
- The frame is mated with a cast aluminum swingarm and multi-piece rear sub-frame that are ready for racetrack use.
- A race-developed, lightweight Showa® Big Piston Front Fork (BPF) delivers superb feedback and consistent performance.
- The single Showa® rear shock absorber features externally adjustable rebound and compression damping, along with adjustable ride height.
- An electronically controlled steering damper provides lighter steering at slower speeds with more damping force for higher racetrack and highway speeds.
- Front brakes with fully floating 310mm discs are grasped by radial-mount, four-piston Brembo® Monobloc calipers.
- Three-spoke cast aluminum alloy wheels are shod with lightweight, high-grip front and rear tires for sharp handling.

ELECTRONIC RIDER AIDS

- The Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two racing-developed engine control maps to suit road or track conditions and personal tastes.

ELECTRICAL

- The compact, lightweight instrument cluster with a built-in lap timer/stopwatch and programmable engine rpm indicators alert the rider to certain shift points.
- The instrument cluster also includes an analog tachometer and LCD readouts that show speed, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, S-DMS, and gear position indicators.
- A distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights on each side.
- The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- Bright, durable LED taillight, with a clear lens.

BODY

- Trim, simple, and lightweight bodywork creates an exciting, aerodynamic style that works exceptionally well at speed.
- The attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover.
- Three-way adjustable footpegs, an adjustable shift lever, and short fuel tank length help compose a comfortable riding position permitting the rider movement required for performance riding.
- Two eye-catching paint schemes are available for the 2025 GSX-R600: a Pearl Brilliant White / Metallic Matte Stellar Blue scheme plus the new Solid Iron Gray / Glass Sparkle Black paint combination.
- The 2025 GSX-R600Z sports a race-inspired Pearl Brilliant White / Metallic Triton Blue paint scheme.

2025



ADDITIONAL

- Stylized Suzuki logos and emblems on the fuel tank and the fork's upper bracket denote the quality, sophistication, and performance legacy of the brand.
- Optional single seat tail cowl can replace the passenger seat for an even more aggressive look or for use on solo rides or track days.
- A variety of Genuine Suzuki Accessories for GSX-R owners are available, including a large selection of Suzuki logo apparel.
- 12-month unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

GSX-R 600

SPECIFICATIONS

ENGINE

Engine:	599cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	67.0 mm x 42.5 mm (2.638 in. x 1.673 in.)
Compression Ratio:	12.9:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK®525SMO28, 114 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo®, 4-piston, twin disc
Brake, Rear:	Nissin®, 1-piston, single disc
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	17.0 L (4.5 US gal.) 16.0 L (4.2 US gal.) CA model

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK® CR9EIA-9 or DENSO® IU27D
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2030 mm (79.9 in.)
Overall Width:	710 mm (28.0 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1385 mm (54.5 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	187 kg (412 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-R750



OVERVIEW

The 2025 GSX-R750 proudly continues Suzuki's tradition of constructing supersport bikes powered by a strong engine carried in a lightweight and nimble chassis. On the road or on the track, the GSX-R750 delivers a breathtaking combination of outstanding engine performance, crisp handling, compact size, and light weight. Its secret is an unequaled pairing of 750cc performance with the lightweight, compact chassis of a 600cc supersport, complemented by technologically advanced suspension front and rear.

The GSX-R750 is a modern representative of Suzuki's championship-winning heritage, delivering an exciting riding experience a rider will be enthralled by on the street or on the racetrack.



GSX-R750Z model shown

Pearl Brilliant White/
Metallic Triton Blue



Solid Iron Gray /
Glass Sparkle Black



Pearl Brilliant White/
Metallic Matte Stellar Blue

2025

KEY FEATURES

- The GSX-R750's trim, simple, and lightweight bodywork creates an exciting, aerodynamic style that truly works exceptionally well at speed. The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- The GSX-R750's fuel-injected, 750cc, four-cylinder engine powers a balanced sportbike experience. This engine pulls strong off the bottom like a larger-displacement powerplant while building revs like a smaller mill – it's the best of both worlds.
- A race-proven back-torque-limiting clutch contributes to smoother downshifting and corner entry while the close-ratio six-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gear, making it easier on the track to get a good start while improving straight-line acceleration and drive out of corners.
- The twin-spar aluminum frame effectively connects the steering head with the swingarm pivot portion of the chassis in a way that balances light weight and strength. The Showa® Big Piston Front Fork (BPF) and remote reservoir rear shock absorber are adjustable to deliver exceptional handling.
- Suzuki Drive Mode Selector (S-DMS) offers push-button selection of two racing-developed engine control maps to suit road or track conditions and personal tastes.
- The compact, lightweight instrument cluster is track day-ready with a built-in lap timer/stopwatch and a programmable shift light. The distinctive multi-reflector headlight with vertically stacked high- and low-beam halogen bulbs is centered between position lights on each side.

ENGINE

- The compact, 750cc, four-cylinder engine with a race-proven over-square bore/stroke ratio produces remarkably strong high rpm power delivery.
- The energy-efficient engine employs forged pistons, shot-peened connecting rods, chrome-nitride-coated upper compression and oil control rings, and pentagonal ventilation holes to reduce frictional and mechanical losses.
- Lightweight titanium alloy valves are controlled by single-coil valve springs reducing valve-train mass and mechanical losses at high rpm.
- Suzuki Dual Throttle Valve (SDTV) fuel injection uses eight fine-spray eight-hole injectors for improved fuel atomization, which contributes to more complete combustion.
- The four-into-one stainless steel exhaust system uses a titanium muffler fitted with a Suzuki Exhaust Tuning (SET) valve that maximizes torque and improves throttle response, especially in the low- to mid-rpm range.
- An Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- Advanced MotoGP-developed transistorized ignition control programming helps maintain more precise spark timing across the ranges of engine speed and temperature.

DRIVELINE

- The close-ratio six-speed transmission features a taller first-gear ratio and shorter ratios for second, third, fourth, and sixth gear, making it easier on the track to get a good start while improving straight-line acceleration and drive out of corners.
- A race-proven, back-torque-limiting clutch contributes to smoother downshifting and corner entry.

2025

CHASSIS

- The lightweight and compact twin-spar aluminum alloy frame is constructed of five cast sections producing an optimum balance of light weight and strength.
- The frame is mated with a cast aluminum swingarm and multi-piece rear sub-frame that are ready for racetrack use.
- Race-developed, lightweight Showa® Big Piston Front Fork (BPF) delivers superb feedback and consistent performance.
- Single Showa® rear shock absorber features externally adjustable rebound and compression damping, along with adjustable ride height.
- An electronically controlled steering damper provides lighter steering at lower speeds while providing more damping force at the racetrack and at highway speeds.
- Front brakes with fully floating 310mm discs are grasped by radial-mount, four-piston Brembo® Monobloc calipers.
- Three-spoke cast aluminum alloy wheels are shod with lightweight, high-grip front and rear tires for sharp handling.
- The wheel rims have pinstripes punctuated by "R" logos highlighting the bike's identity.

ELECTRONIC RIDER AIDS

- The Suzuki Drive Mode Selector (S-DMS) lets the rider adjust the engine's power delivery to suit the riding conditions.

ELECTRICAL

- A compact, lightweight instrument cluster with a built-in lap timer/stopwatch and programmable engine rpm indicators alert the rider to certain shift points.
- The instrument cluster also includes an analog tachometer and LCD readouts that show speed, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, S-DMS, and gear position indicators.
- The GSX-R750's distinctive multi-reflector headlight uses vertically stacked high- and low-beam halogen bulbs and is centered between position lights on each side.
- The front turn signals are integrated into the rearview mirrors while the trim tail section houses the rear signals.
- Bright, durable LED taillight, with a clear lens.

BODY

- Trim, simple, and lightweight bodywork creates an exciting, aerodynamic style that works exceptionally well at speed.
- Three-way adjustable foot pegs, adjustable shift lever, and short fuel tank length help compose a comfortable riding position permitting the rider movement required for performance riding.
- The attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover.
- Two stunning paint schemes are available for the 2025 GSX-R750: a Pearl Brilliant White / Metallic Matte Stellar Blue scheme plus the new Solid Iron Gray / Glass Sparkle Black paint combination.
- The 2025 GSX-R750Z sports a race-inspired Pearl Brilliant White / Metallic Triton Blue paint scheme.

2025



ADDITIONAL

- Stylized Suzuki logos and emblems on the fuel tank and the fork's upper bracket denote the quality, sophistication, and performance legacy of the brand.
- An optional single seat tail cowl can replace the passenger seat for an even more aggressive look or for use on solo rides or track days.
- A variety of Genuine Suzuki Accessories for GSX-R owners are available, including a large selection of Suzuki logo apparel.
- 12-month unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

GSX-R750

SPECIFICATIONS

ENGINE

Engine:	750cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	70.0 mm x 48.7 mm (2.756 in. x 1.917 in.)
Compression Ratio:	12.5:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK®525R025Y, 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo®, 4-piston, twin disc
Brake, Rear:	Nissin®, 1-piston, single disc
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK® CR9E1A-9 or DENSO® IU27D
Headlight:	12V 65W (H9 high-beam) and 12V 55W (H7 low-beam)
Tail Light:	LED

DIMENSIONS

Overall Length:	2030 mm (79.9 in.)
Overall Width:	710 mm (28.0 in.)
Overall Height:	1135 mm (44.7 in.)
Wheelbase:	1390 mm (54.7 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	190 kg (419 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-R1000



OVERVIEW

The 2025 GSX-R1000's versatile engine provides class-leading power delivered smoothly and controllably across a broad rpm range. Like the original 2001 GSX-R1000, the 2025's compact chassis delivers nimble handling with excellent suspension feel and braking control, ready to conquer a racetrack or cruise a country road. Advanced electronic rider aids such as traction control and a bi-directional quick shifter enhance the riding experience while the distinctive, aerodynamic GSX-R bodywork slices through the wind.

Equipped with a Showa® Big-piston Fork plus Brembo® T-drive rotors and Monobloc brake calipers the GSX-R1000 is ready for a ride through the twisties, on the street or through chicanes on a track day. And that is the point, as the GSX-R1000 is poised to Own the Racetrack, imagine how it performs on the street.

GSX-R1000

2025



Mechanical Matte Sword Silver



Candy Daring Red /
Glass Sparkle Black

2025

KEY FEATURES

- The 2025 GSX-R1000 aerodynamic bodywork is coated in a new Candy Daring Red and Glass Sparkle Black with red wheels, or a Mechanical Matte Sword Silver with new, bright blue graphics on the fairing and on the black wheels.
- Behind the front fairing's stacked LED headlights and Suzuki Ram Air Direct ducts is a reasonable sport riding position created from a carefully crafted relationship between the clip-ons, footrests, and a low seat height of just 32.48 inches (825 mm).
- The compact 999cc, DOHC, inline-four engine produces great top-end power with a strong low- to mid-range pull thanks to the exclusive Suzuki Variable Valve Timing (VVT) system and the highly efficient 4-2-1 stainless-steel exhaust system.
- The Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch functions like a slipper clutch during downshifts while increasing plate pressure during acceleration. The standard Bi-directional Quick Shift System enables smooth, clutchless upshifts and downshifts of the cassette-style, six-speed transmission.
- Light and compact, the twin-spar aluminum and arched swingarm hold a Showa® Big Piston fork and rear suspension that deliver extraordinary handling while the pitch-sensitive, ABS** system monitors the Brembo® four-piston, front brake calipers.
- An Inertial Measurement Unit (IMU) provides six-direction, three-axis, motion, and position information to the Engine Control Module (ECM) so instantaneous electronic adjustments are made to the Traction Control* and the pitch-sensitive Motion Track Anti-Lock Brake System (ABS)**.
- Both the large LCD multifunction instrument panel and the lightning-fast, 32-bit dual processor ECM blend race-winning MotoGP intelligence with Suzuki's vast street-going EFI knowledge so riders will get sportbike performance without peer while simultaneously receiving polished street manners.

ENGINE

- The compact, four-stroke, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine is designed with a prominent level of top-end performance plus strong low- to mid-range power.
- The crankshaft retains Suzuki's Even Firing Order Engine legacy. Uneven firing order engines used in other motorcycles vibrate more, while the GSX-R1000 makes good, smooth, and reliable power at all engine speeds while emitting a high-performance exhaust note.
- The short-stroke engine has a 76.0mm bore versus a 55.1mm stroke yet is narrower than the prior-generation GSX-R1000 thanks to effective design.
- The exclusive Suzuki Racing Variable Valve Timing System (SR-VVT) uses a centrifugal actuated mechanism on the intake camshaft sprocket, increasing high engine rpm power without losing low- to mid-range power.
- The Suzuki Racing Finger Follower valve train weighs less than a tap-pet-style valve train reducing friction and increasing valve response at higher engine speeds.
- Titanium valves with two 31.5mm intake, and two 24mm exhaust valves are used for each cylinder. The lighter valves respond well to the finger followers' arms and permit a 14,500 rpm redline helping produce remarkably high peak horsepower.
- Aluminum pistons each 76.0 mm in diameter, were engineered with use of Finite Element Method (FEM) analysis and are cast for optimal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM)-coated cylinders are integrated into the upper crankcase reducing friction and improving heat transfer and durability.
- The high 13.2:1 compression ratio helps produce high horsepower. The cylinder head's shallow combustion chamber minimizes heat produced during operation.
- The engine is rotated back and positioned in the frame creating optimal chassis dimensions for precise handling through balancing the motorcycle's weight distribution.
- The EFI system uses Suzuki's Ride-by-Wire Electronic Throttle Bodies, where the throttle valves are controlled by a servo motor for fast response to a rider's throttle input while delivering precise and smooth power.
- The automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle regardless of engine temperature.
- Complementing the throttle bodies' four primary fuel injectors are four Suzuki Top Feed Injectors (S-TFI) that spray fuel from the top of the airbox directly into the intake funnels. This results in higher peak power, more efficient combustion, and a higher level of fueling control.
- To increase top-end power without losing lower rpm performance, the airbox is equipped with stacked air intake funnels that feed the engine's two outer cylinders. This uncomplicated design allows good air flow at all intake speeds without requiring a complex mechanism that adds weight.
- A pair of Suzuki Ram Air Direct (SRAD) air intake ducts exponentially increase the volumetric air flow amount entering the airbox as road speed increases.
- The 4-2-1 exhaust system is designed to help deliver a wide range of engine performance with an exciting rush up to redline. The black finish titanium muffler, with a brushed stainless steel heat shield, is tucked up high for good ground clearance at high lean angles while creating an exciting, distinctive sound.

Continued...

ENGINE CONT.

- The Suzuki Exhaust Tuning (SET) system valve in the mid-pipe helps control back-pressure and exhaust flow to the muffler, widening the engine's power delivery and reducing exhaust sound without needing a larger silencer.
- SET-Alpha exhaust valves in the balance tubes between the two outer and the two inner head pipes open at higher engine speeds and close at lower rpm helping the engine create high peak power without losing low- and mid-range horsepower.
- The digital ignition fires iridium-type spark plugs increasing spark strength and combustion efficiency. These quality components also last longer than conventional spark plugs.
- The cooling system was designed using advanced analysis design, so the coolant flows through the engine and radiator more efficiently. This design uses 400cc less coolant than the prior-generation GSX-R1000, improving cooling efficiency while being more compact and reducing weight.
- The fairing lowers efficiently guide cooling air to the high-capacity curved radiator. Twin cooling fans deliver good cooling at lower road speeds.
- Additional heat is removed from the engine via the use of an air-cooled, radiator-style oil cooler mounted directly below the main radiator.

TRANSMISSION

- The GSX-R1000 is equipped with the Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch. SCAS works like a slipper clutch during downshifts while increasing pressure on the plates during acceleration. This smooths engine braking and lightens the clutch lever pull.
- The GSX-R1000 includes the Suzuki Bi-directional Quick Shift System which was previously available only on the GSX-R1000R model. This system allows for clutchless upshifts and downshifts while riding.
- The cassette-style, six-speed transmission lets riders precisely match the gear ratio to the riding condition. A cassette-style transmission can be easily removed from the crankcase as an assembly with the engine still in the frame, facilitating easier racetrack gear changes and simplified service.
- Based on Suzuki's race-proven close-ratio transmissions, the GSX-R1000 employs vertically staggered shafts to reduce overall engine length.
- The shift linkage can be easily set up for reverse-pattern, GP-style shifting (even with the quick-shifter in use).
- A programmable shift light on the main panel provides a visual alert to the rider to shift when a certain engine rpm is reached.
- The primary gear ratio is lower compared to the prior-generation GSX-R1000 for stronger acceleration.
- To reduce moving mass, a 525-size drive chain is used with a 45/17 final sprocket ratio that complements the large rear tire dimensions.

ADVANCED ELECTRONICS

- A powerful, 32-bit dual processor Engine Control Module (ECM) blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's championship-winning Superbike and Endurance racing programs. GSX-R1000 riders will get sportbike performance without peer while simultaneously receiving polished street manners.
- Using MotoGP knowledge, Suzuki has fitted an Inertial Measurement Unit (IMU) to the GSX-R1000. The IMU provides six-direction, three-axis motion, and position information to the ECM so instantaneous adjustments are made electronically to the engine and chassis components that influence performance.
- The LCD multifunction instrument panel is laid out so the rider can easily see the tachometer bar, speedometer digits, and other essential operational information. This effective display is critical, as it is the rider's interface to the GSX-R1000's advanced electronics.
- The ECM precisely opens the Ride-by-Wire electronic throttle bodies to match the throttle grip rotation of the rider's hand, and the refinement from the IMU-influenced electronics. The result is strong, seamless engine power delivery from idle to redline.
- The Suzuki Bi-directional Quick Shift System lets racers shift faster than ever before. By manipulating ignition timing on upshifts and manipulating the electronic throttle bodies on downshifts; clutchless shifting helps deliver faster and more consistent lap times.
- The three-mode Suzuki Drive Mode Selector (S-DMS) system lets the rider select the engine's power delivery characteristic to match riding ability and conditions.
- The exclusive ten-mode Motion Track Traction Control System (MT-TCS)*, with IMU influence, increases rider confidence by allowing adjustments to the amount of intervention to match riding ability and surface conditions.
- Exclusive to Suzuki, the Motion Track Anti-lock Brake System (ABS)** brings additional performance to anti-lock braking. Like a conventional ABS system, the Motion Track Brake System helps provide the appropriate amount of braking force for the available traction. When the IMU detects the rear wheel lift, the ABS control module will adjust the front brake pressure to reduce the rear wheel lift.

Continued...

ADVANCED ELECTRONICS CONT.

- The Suzuki Easy Start System simplifies startup for the GSX-R1000 rider as the ECM automatically cranks the engine for 1.5 seconds (or until it starts) with a momentary press of the starter button. There is no need to pull in the clutch lever if the transmission is in neutral. Once started, the ECM will control the electronic throttle bodies to maintain a consistent engine idle speed, whether the engine is cold or warm.
- The innovative Suzuki Low RPM Assist System smooths takeoffs and reduces the chance of the rider stalling the motorcycle. If necessary, the ECM raises engine rpm slightly for a smoother start when the clutch is released, so it is easier to ride away from a stop or navigate at exceptionally low speeds in traffic.

CHASSIS

- The aluminum twin-spar-style frame was designed using FEM analysis technology to place strength in the proper places as the frame is ten percent lighter than the prior-generation GSX-R1000. The spars of the frame are set 20 mm closer together helping improve aerodynamics and the bike's looks, and to bring more comfort to the rider.
- The Superbike-braced aluminum swingarm has equalized bracing to the main beams providing balanced support and movement to the shock absorber, improving racetrack handling while conveying a consistent suspension feel to the rider.
- Using lessons learned from Suzuki MotoGP chassis development, the engine angle of the GSX-R1000 was rotated backward six degrees. This had the joint effect of reducing the distance of the fork to the center of the chassis by 20 mm and increasing the swingarm length by 40 mm. This increases chassis stability and improves aerodynamics.
- Racetrack-developed links connect the single Showa® Remote Reservoir Shock Absorber to the braced swingarm. With spring preload, rebound damping, plus high- and low-speed compression damping force adjustment, the rider can tune the motorcycle to respond to riding style and weight.
- Superb suspension action is delivered by the fully adjustable Showa® Big Piston Front Fork (BPF), renowned for its damping force control that helps maintain front tire contact with the surface, so the rider gets good sensory feedback while riding at a variety of speeds.
- The GSX-R1000 has a pair of Brembo® Monobloc brake calipers radially mounted to the front fork's axle holders.
- Brembo® T-drive brake rotors feature two methods of attaching the 320mm floating disc to the carrier. There are five conventional floating rotor spools maintaining the rotor's relationship to the caliper and five T-drive fasteners. This combined attachment technique allows the rotors to absorb more energy, for more effective transfer of braking torque.
- The front brakes are complemented by a 240mm rear disc brake rotor with a Nissin® single-piston caliper.
- Exclusive to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and are designed to manage the braking and drive forces that a GSX-R1000 can create.
- The GSX-R1000 comes with track day-ready Bridgestone® Racing Street RS11 low-mass tires. The tires' tread pattern reduces wear and maximizing sport riding performance and contact feel.
- The shifter and rear brake pedal are adjustable in relation to the footrests, and the hand controls are adjustable in relation to the grips.

ELECTRICAL

- The LCD multifunction instrument panel has an adjustable intensity, white color backlight for great nighttime visibility and is flanked by LED indicators that include the turn signals, high beam, traction control, and shift light, plus coolant temperature and oil pressure alerts.
- The LED headlight is lightweight, bright, and distinctive. This low-electric-draw light has a narrow, stacked shape to allow the SRAD ducts at the nose of the fairing access to the high-pressure intake air created at higher speeds.
- The LED combination tail and brake light assembly has an extremely low electrical draw, and the vertically stacked shape permits the tail section to be narrow for better air flow at the back of the motorcycle. The license plate is also illuminated by an LED light.
- The turn signals are lightweight and use incandescent bulbs with amber lenses, so the motorcycle's turn indication is highly visible to other traffic.
- Controller Area Network wire harness (CAN Bus) allows for fast and precise communications between all the GSX-R1000's electronic systems. With a CAN Bus system, riders will experience swift and trouble-free electronic system operation while the size is reduced, and the wiring is less complex.
- The polyfunctional "Start/Stop" switch combines the engine stop and start functions. The switch is a fine complement to the Suzuki Easy Start System fitted to the GSX-R1000.
- The GSX-R1000 is equipped with a lightweight and compact battery (YTZ10S, 12V8.6AH).

BODY

- The aerodynamic bodywork was created by Suzuki styling designers and engineers using wind tunnel testing to achieve a slippery shape and compelling appearance. Narrower than ever, the GSX-R1000's shape directly aids performance by improving handling and top speed on the racetrack.
- The 2025 GSX-R1000 arrives in a new Candy Daring Red and Glass Sparkle Black with matching red wheels, or in a Mechanical Matte Sword Silver scheme with new, bright blue graphics on the fairing and on the black wheels.
- The dual SRAD intake ducts are positioned closer to the center of the fairing nose, where air pressure is highest. The intake ducts are also larger, thanks to the compact LED headlight.
- The reasonable sport riding position is created by a carefully crafted relationship between the clip-ons, footrests, and seat. Compared to the prior-generation GSX-R, the top of the fuel tank is 21mm lower making it easier for the rider to tuck in on a racetrack straightaway.
- The seat height is an appropriate 825mm (32.48 inches) and contributes to the good rider interface that aids in guiding the motorcycle on the road or racetrack.
- The passenger seat can be removed and replaced with an optional color-matched solo tail cowl (available from authorized Suzuki dealers).

2025



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, plus a full selection of GSX-R logo apparel.
- 12-month unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Traction control cannot prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX-R 1000

SPECIFICATIONS

ENGINE

Engine:	999.8cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	76.0 mm x 55.1 mm (2.992 in. x 2.169 in.)
Compression Ratio:	13.2:1
Fuel System:	Fuel injection with Ride-by-Wire throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type, SCAS-equipped
Transmission:	6-speed constant mesh
Final Drive:	Chain, DID® 525HV3, 120 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo® Monobloc, 4-piston, twin disc, ABS-equipped
Brake, Rear:	Nissin®, 1-piston, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/55ZR17M/C (75W), tubeless
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Tail Light:	LED

DIMENSIONS

Overall Length:	2075 mm (81.7 in.)
Overall Width:	705 mm (27.8 in.)
Overall Height:	1145 mm (45.1 in.)
Wheelbase:	1420 mm (55.9 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	201 kg (443.0 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-R1000R



OVERVIEW

The 2025 GSX-R1000R's versatile engine provides class-leading power smoothly and controllably across a broad rpm range. The compact chassis delivers nimble handling with excellent suspension feel, ready to conquer a racetrack or cruise a country road. Advanced electronic rider aids such as traction control, launch control, and a bi-directional quick shifter enhance the riding experience while the distinctive, aerodynamic GSX-R bodywork slices through the wind.

The Showa® BFF and BFRC-Lite suspension components provide an unmatched combination of reliability and performance. Up front, fed by stainless steel brake lines, radially mounted Brembo® Monobloc brake calipers grasp a pair of 320mm Brembo® T-drive floating brake rotors. The GSX-R1000R continues as the best liter-class supersport with an unmatched combination of reliability, durability, usability, and overall performance with excellent track potential.



GSX-R1000RZ model shown

Pearl Brilliant White/
Metallic Triton Blue



Candy Daring Red /
Glass Sparkle Black



Mechanical Matte Sword Silver

2025

KEY FEATURES

- The 2025 GSX-R1000R is available in a new Candy Daring Red / Glass Black paint scheme with red wheels or a stunning Metallic Matte Sword Silver scheme with bright blue graphics on the fairing and black wheels.
- The aerodynamic bodywork has a compelling appearance and shape that aids performance by improving handling and speed on the racetrack. The reasonable sport riding position comes from a carefully crafted relationship between the clip-ons, footrests, and a seat height of just 32.48 inches (825mm).
- The compact, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine has the exclusive Suzuki Racing Variable Valve Timing System (SR-VVT) using a centrifugal actuated mechanism on the intake camshaft sprocket to increase high RPM power without losing low- to mid-range torque.
- The Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch functions like a slipper clutch during downshifts while increasing plate pressure during acceleration. The Suzuki Bi-directional Quick Shift System enables smooth, clutchless upshifts and downshifts of the cassette-style, six-speed transmission.
- Light and compact, the twin-spar aluminum frame has adjustable swingarm pivots to help racers tune the chassis. The gold-anodized Showa® BFF fork and rear suspension components deliver extraordinary damping control while the lean-sensitive, ABS** system monitors the Brembo® four-piston, front brake calipers that are fed by stainless steel hoses.
- An Inertial Measurement Unit (IMU) provides six-direction, three-axis, motion, and position information to the ECM so instantaneous electronic adjustments are made to the Traction Control* and the lean-sensitive Motion Track Anti-Lock Brake System (ABS)**.
- The black background LCD multifunction instrument panel was inspired by the GSX-RR MotoGP dash, and the aerodynamic fairing houses a bright, stacked LED headlight assembly and eyebrow position lights above the Suzuki Ram Air Direct intake ducts.

ENGINE

- The compact, liquid-cooled, DOHC, 999.8cc, inline-four-cylinder engine is designed with an elevated level of top-end performance plus strong low- to mid-range power.
- The exclusive Suzuki Racing Variable Valve Timing System (SR-VVT) uses a centrifugal actuated mechanism on the intake camshaft sprocket that increases high engine rpm power without losing low- to mid-range power.
- The Suzuki Racing Finger Follower valve train weighs less than a tappet-style valve train reducing friction and increasing valve response at higher engine speeds.
- Titanium valves with two 31.5mm intake, and two 24mm exhaust valves are used for each cylinder. The lighter valves respond well to the finger follower's arms, permitting a 14,500 rpm redline that helps produce extremely high peak horsepower.
- The crankshaft retains Suzuki's Even Firing Order Engine legacy. Uneven firing order engines used in other motorcycles vibrate more, while the GSX-R1000R makes good, smooth, and reliable power at all engine speeds while emitting a high-performance exhaust note.
- The short-stroke engine has a 76.0mm bore versus a 55.1mm stroke yet is narrower than the prior-generation GSX-R1000 engine, thanks to its effective design.
- Aluminum pistons are 76.0 mm in diameter and are engineered with the use of Finite Element Method (FEM) analysis and are cast for optimal rigidity and weight.
- Suzuki Composite Electrochemical Material (SCEM)-coated cylinders are integrated into the upper crankcase reducing friction, improving heat transfer and durability.
- The high 13.2:1 compression ratio helps produce high horsepower. The cylinder head's shallow combustion chambers minimize heat produced during operation.
- The engine is rotated back and positioned in the frame to create optimal chassis dimensions for precise handling and to balance the motorcycle's weight distribution.
- The EFI system uses Suzuki's Ride-by-Wire Electronic Throttle Bodies, with throttle valves controlled by a servo motor for fast response to rider throttle input while delivering precise and smooth power.
- The automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle regardless of engine temperature.
- Complementing the four primary fuel injectors in the throttle bodies are four Suzuki Top Feed Injectors (S-TFI) that spray fuel from the top of the airbox directly into the intake funnels. This results in higher peak power, more efficient combustion, and a higher level of fueling control.
- To increase top-end power without losing lower rpm performance, the airbox is equipped with stacked air intake funnels for the two outer cylinders. This uncomplicated design allows good air flow at all intake speeds without requiring a complex mechanism that adds weight.
- Dual Suzuki Ram Air Direct (SRAD) intake ducts exponentially increase the amount of volumetric air flow entering the airbox as road speed increases.
- The 4-2-1 exhaust system helps the engine deliver a wide range of performance with an exciting rush up to redline. The black finish titanium muffler, with brushed stainless-steel heat shield, is tucked up high for good ground clearance at high lean angles while creating an exciting, distinctive sound.

Continued...

ENGINE CONT.

- The Suzuki Exhaust Tuning (SET) system valve in the mid-pipe helps control back-pressure and flow to the muffler widening power delivery reducing exhaust sounds without needing a larger silencer.
- SET-Alpha exhaust valves are in the balance tubes between the two outer and two inner head pipes. Actuated by a cable from the main SET-valve, the Alpha valves open at higher engine speeds and close at lower rpm helping the engine create high peak power without losing low- and mid-range horsepower.
- The digital ignition fires iridium-type spark plugs increasing spark strength and improving combustion efficiency. These quality components also last longer than conventional spark plugs.
- The cooling system is designed using advanced analysis design, so the coolant flows through the engine and radiator more efficiently. This compact design uses 400cc less coolant than the prior-generation GSX-R1000, improving cooling efficiency and lowering weight.
- The fairing lowers efficiently guide cooling air to the high-capacity curved radiator. Twin cooling fans deliver good cooling at lower road speeds.
- Additional heat is removed from the engine via the use of an air-cooled, radiator-style oil cooler mounted directly below the main radiator.

DRIVE LINE

- The Suzuki Bi-directional Quick Shift System permits clutchless upshifts and downshifts for faster lap times during competition and exceptional rider convenience on the street.
- The GSX-R1000R is equipped with the Suzuki Clutch Assist System (SCAS) multi-plate, wet clutch. SCAS works like a slipper clutch during downshifts while increasing pressure on the plates during acceleration. This smooths engine braking and lightens the clutch lever pull.
- The cassette-style, six-speed transmission lets riders precisely match gear ratios to the riding condition. A cassette-style transmission can be easily removed from the crankcase as an assembly with the engine still in the frame, making racetrack gear changes easier and simplifying service.
- Based on Suzuki's race-proven, close-ratio transmissions, the GSX-R1000R gear box features vertically staggered shafts reducing overall engine length.
- The shift linkage can be easily set up for reverse-pattern, GP-style shifting (even with the quick-shifter in use).
- A programmable shift light on the main panel provides a visual alert to the rider to shift when a certain engine rpm is reached.
- The primary gear ratio is lower compared to the prior-generation GSX-R1000 for stronger acceleration.
- To reduce moving mass, a 525-size drive chain is used with a 45/17 final sprocket ratio that complements the large rear tire.

CHASSIS

- Using lessons learning from Suzuki MotoGP chassis development, the engine angle of the GSX-R1000R was rotated backward six degrees compared with the prior-generation GSX-R1000. This rotation reduces the distance of the fork to the center of the chassis by 20 mm, and increases the swingarm length by 40 mm. This improves chassis stability and the motorcycle's aerodynamics.
- The aluminum twin-spar-style frame is designed using FEM analysis technology to place strength in the proper places; the frame is also ten percent lighter than the prior-generation GSX-R1000. The frame's spars are set 20 mm closer together, improving aerodynamics, looks and rider comfort.
- The aluminum Superbike-braced swingarm has equalized bracing to the main beams providing balanced support and movement to the shock absorber, improving racetrack handling while also conveying a consistent suspension feel to the rider.
- The GSX-R1000R's swingarm pivot features an adjustable location so the chassis can be better tuned for competition use (please use the standard position for street riding).
- Racetrack-developed links connect the single Showa® Balance Free Rear Cushion Light (BFRC-lite) shock to the braced swingarm. The BFRC-lite's innovative design controls damping force outside of the shock body to not only control how the suspension strokes but helps smooth its reaction over bumpy surfaces or when the chassis is pitched during braking. This produces a superb level of response in a racetrack environment and sets a new standard for rider feedback and comfort during street riding.
- The Showa® Balance Free Front Fork (BFF) uses race-level technology to bring excellent damping force responsiveness not seen before in a supersport motorcycle. This suspension's design controls damping force outside of the spring chamber, so the fork precisely maintains consistent damping regardless of its stroking action. With the BFF the rider enjoys an unparalleled level of surface feedback and ride compliance.
- The GSX-R1000R is also fitted with a lightweight, race-ready upper triple clamp in conjunction with the BFF.
- Brembo® Monobloc 4-piston brake calipers are radially mounted to the fork's axle holders. Exclusively on a GSX-R1000R, these front calipers are fed by stainless-steel brake lines.

Continued...

CHASSIS CONT.

- The dual front Brembo® T-drive brake rotors feature two methods of attaching the 320mm floating disc to the carrier. There are five conventional floating rotor spools maintaining the rotor's relationship to the caliper, and five T-drive fasteners enabling the rotor to absorb more braking energy than a disc with conventional spools alone.
- The front brakes are complemented by a 240mm rear disc brake with a Nissin® single-piston caliper.
- Like conventional ABS, the Motion Track Brake System provides the appropriate amount of braking force for the available traction, with additional chassis pitch input from the IMU. When the IMU detects rear wheel lift, or the motorcycle is leaned over, the ABS system will adjust the front brake to help settle the chassis and help maintain braking efficiency.
- Unique to Suzuki, the lightweight six-spoke wheels reduce unsprung mass and have been designed to help manage the braking and drive forces that a GSX-R1000R can create. The Pearl Brilliant White and Metallic Triton Blue GSX-R1000R paint scheme features bright blue wheels, the Candy Daring Red / Glass Sparkle Black GSX-R1000R rolls on dark red wheels, while the Metallic Matte Sword Silver version rides on black wheels with bright blue rim graphics.
- The GSX-R1000R comes with track-day-ready Bridgestone® Racing Street RS11 low-mass tires. The tires' tread pattern reduces wear and maximizing sport performance and contact feel.

ADVANCED ELECTRONICS

- A lightning-fast, 32-bit dual processor Engine Control Module (ECM) blends Suzuki's vast street-going EFI knowledge with the intelligence from Suzuki's championship-winning MotoGP racing program. GSX-R1000R riders get sportbike performance without peer while simultaneously receiving polished street manners.
- Using MotoGP knowledge, Suzuki has fitted an Inertial Measurement Unit (IMU) on the GSX-R1000R. The IMU provides six-direction, three-axis, motion, and position information to the ECM so instantaneous adjustments are made electronically to the engine and chassis components that influence performance.
- The LCD multifunction instrument panel is inspired by the GSX-RR MotoGP dash. This panel is laid out so the rider can easily see the tachometer bar, speedometer digits, and other essential operational information. This effective display is critical, as it is the rider's interface to the GSX-R1000R's advanced electronics. The panel on the GSX-R1000R is unique, as it features a black background.
- The ECM precisely opens the Ride-by-Wire electronic throttle bodies to match the rider's throttle grip rotation with the refinement from the IMU-influenced electronics. The result is a strong, seamless engine power delivery from idle to redline.
- The three-mode Suzuki Drive Mode Selector (S-DMS) system lets the rider select the engine's power delivery characteristic to match riding ability and conditions.
- The Suzuki Bi-directional Quick Shift System lets GSX-R1000R racers shift faster than ever. By manipulating ignition timing on upshifts and the electronic throttle bodies on downshifts, clutchless shifting helps deliver faster and more consistent lap times.
- The exclusive ten-mode Motion Track Traction Control System (MT-TCS)*, with IMU influence, increases rider confidence by adjusting the system's amount of intervention to match riding ability and surface conditions.
- Exclusive to Suzuki, the Motion Track Anti-Lock Brake System (ABS)** brings additional performance to anti-lock braking. Like a conventional ABS system, the Motion Track Brake System helps provide the appropriate amount of braking force for the available traction. When the IMU detects the rear wheel lift, the ABS control module adjusts the front brake pressure to reduce the rear wheel lift. If the IMU senses the motorcycle is leaned over when the brakes are used, the ABS unit adjusts the brake pressure to an optimal amount to help maintain braking force and tire grip.
- The Suzuki Launch Control System provides GSX-R1000R riders a competitive advantage when launching their motorcycle at the start of the race. This system modulates engine power so the rider can concentrate on clutch operation.
- The Suzuki Easy Start System simplifies startup for the GSX-R1000R rider as the ECM automatically cranks the engine for 1.5 seconds (or until started) with a momentary press of the starter button. There is no need to pull in the clutch lever if the transmission is in neutral. Once started, the ECM helps control the electronic throttle bodies to maintain a consistent engine idle speed, whether the engine is cold or warm.
- The innovative Suzuki Low RPM Assist System smooths takeoffs and reduces the chance of the rider stalling the motorcycle. If necessary, the ECM slightly raises engine rpm for a smoother start when the clutch is released helping make it easier to ride away from a stop or navigating in traffic at exceptionally low speeds.

ELECTRICAL

- The LCD multifunction instrument panel has a black background with white digits and has an adjustable intensity, a white color backlight for greater nighttime visibility. The LCD main panel is flanked by LED indicators that include the turn signals, high beam, traction control, and shift light, plus coolant temperature and oil pressure alerts.
- The LED headlight is lightweight, bright, and distinctive. This low electric-draw light has a narrow, stacked shape to allow the SRAD air ducts at the nose of the fairing access to the high-pressure air created at higher speeds.
- A pair of distinctive, arched LED position lights accent the top edge of the SRAD air ducts in the fairing nose helping increase visibility and adding to the motorcycle's unique character.
- The LED combination tail and brake light have an exceptionally low electrical draw, and the vertically stacked shape permits the tail section to be narrow for better air flow at the back of the motorcycle. The outer section of the taillight uses surface-type light-emitting diodes for a smooth glow, while the center portion uses bright, conventional LEDs for attention when the brakes are applied.
- The turn signals are lightweight and use incandescent bulbs with amber lenses, so the motorcycle's turn indication is more visible to other traffic.
- Controller Area Network wire harness (CAN Bus) allows for fast and precise communications between all the GSX-R1000R's electronic systems. With a CAN Bus system, riders experience swift and trouble-free electronic system operation while the system's size is reduced and the wiring harness less complex.
- The motorcycle's lightweight battery is a great benefit during closed-course competition or track-day use. This compact battery (YTZ10S, 12V8.6AH) has ample capacity to start the engine and to supply power to the advanced electronics.
- The polyfunctional "Start/Stop" switch combines the engine stop and start functions. The switch is a fine complement to the Suzuki Easy Start System fitted to the GSX-R1000R.

BODY

- The aerodynamic bodywork was created by Suzuki styling designers and engineers using wind tunnel testing to achieve a slippery shape and compelling appearance. Narrower than ever, the GSX-R1000R's shape directly aids performance by improving handling and top speed on the racetrack.
- The dual SRAD intake ducts are positioned close to the center of the fairing nose, where air pressure is highest. The intake ducts are also larger, thanks to the compact LED headlight.
- The GSX-R1000R with the Metallic Matte Sword Silver or Candy Daring Red / Glass Sparkle Black paint schemes have outer fork tubes and shock absorber bodies with gold-anodized finishes like the suspension components on the championship-winning Suzuki Yoshimura SERT endurance GSX-R race bike.
- The GSX-R1000RZ's Pearl Brilliant White/ Metallic Matte Triton Blue paint scheme includes fork outer tubes and a shock absorber body with blue-anodized finishes.
- The reasonable sport riding position is created by a carefully crafted relationship between the clip-ons, footrests, and seat. Compared to the prior-generation GSX-R, the fuel tank is 21mm lower making it easier for the rider to tuck in on a racetrack straightaway.
- The seat height is an appropriate 825mm (32.48 inches) and contributes to the good rider interface that aids the rider in guiding the motorcycle on the road or racetrack.
- The passenger seat can be removed and replaced with an optional color-matched solo tail cowl (available from authorized Suzuki dealers).
- The shifter and rear brake pedal are adjustable in relationship to the footrests, and the hand controls are adjustable in relation to the grips.



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, plus a full selection of GSX-R logo apparel.
- 12-month unlimited mileage limited warranty. Longer coverage periods with other benefits available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Traction control cannot prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX-R 1000R

SPECIFICATIONS

ENGINE

Engine:	999.8cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	76.0 mm x 55.1 mm (2.992 in. x 2.169 in.)
Compression Ratio:	13.2:1
Fuel System:	Fuel injection with Ride-by-Wire throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, DID® 525HV3, 120 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo®, 4-piston, twin disc, ABS-equipped
Brake, Rear:	Nissin®, 1-piston, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/55ZR17M/C (75W), tubeless
Fuel Tank Capacity:	16.0 L (4.2 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	LED
Tail Light:	LED

DIMENSIONS

Overall Length:	2075 mm (81.7 in.)
Overall Width:	705 mm (27.8 in.)
Overall Height:	1145 mm (45.1 in.)
Wheelbase:	1420 mm (55.9 in.)
Ground Clearance:	130 mm (5.1 in.)
Seat Height:	825 mm (32.5 in.)
Curb Weight:	202 kg (445.0 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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HAYABUSA



OVERVIEW

The 2025 Suzuki Hayabusa continues to reign as the Ultimate Sportbike, blending timeless aerodynamic design with cutting-edge performance. Powered by its renowned 1,340cc inline four-cylinder engine, the Hayabusa accelerates with effortless power and precision, enhanced by the Suzuki Intelligent Ride System (S.I.R.S.). Features like Launch Control, Smart Cruise Control, and adjustable power delivery modes provide riders with unmatched versatility and confidence.

Its distinctive silhouette, refined through advanced wind tunnel testing, exudes elegance and aggression. With a focus on comfort and handling, the Hayabusa delivers a ride that's as smooth on high-speed straights as it is thrilling through corners. For seasoned enthusiasts and new riders alike, the 2025 Hayabusa remains an icon, and like its namesake peregrine falcon, continues to soar above all.

Hayabusa

2025



Metallic Matte Green /
Metallic Matte Titanium Silver



Glass Sparkle Black



Metallic Mystic Silver /
Pearl Vigor Blue

2025

KEY FEATURES

- The Hayabusa is instantly recognizable as its wind-cheating body preserves the cues that were inspired by the peregrine falcon – the world's fastest animal. To bring a sophisticated appearance to the iconic Hayabusa, Suzuki's design team incorporated distinct lines and shapes to achieve an expression of refinement and ultimate performance.
- For 2025, riders may choose from a pair of sensational new color schemes and the always popular Glass Sparkle Black. The new schemes are a stunning Metallic Mystic Silver & Pearl Vigor Blue and a stately Metallic Matte Steel Green & Metallic Matte Titanium Silver combination. Each scheme features the iconic Hayabusa Kanji symbols and name logos.
- The Hayabusa's legendary 1340cc, four-cylinder, DOHC engine is fed by Ride-by-Wire electronic throttle bodies with dual fuel injectors feeding each cylinder, mixing with pressurized air from the Suzuki Ram Air Direct (SRAD) intakes in the nose of the aerodynamic fairing. Constructed of strong, yet lightweight stainless steel, the symmetrical twin silencer exhaust system delivers an exciting exhaust note.
- The Hayabusa's superbike-caliber, twin-spar aluminum frame delivers a stable ride with nimble handling that can be personalized through the adjustable KYB-supplied suspension. Optimized aerodynamics, wind protection, and relaxed ergonomics help provide comfort. The brake system is highlighted by the leading-edge Brembo® Stylema® four-piston front calipers with a pair of 320 mm diameter stainless-steel full-floating brake rotors.
- The Hayabusa employs an advanced version of the Suzuki Intelligent Ride System (S.I.R.S.); a comprehensive collection of electronic rider aids like Traction Control* and Bi-directional Quick Shift system that can optimize and personalize the motorcycle's performance characteristics to match the conditions and desires of the rider.
- The S.I.R.S. for 2025 has an updated Launch Control system and a new Smart Cruise Control system. The engine speeds of the Launch Control modes are revised for increased effectiveness. The Hayabusa's new Smart Cruise Control will not cancel if the rider changes gears by using the Bi-directional Quick Shift system. This brings a higher level of rider convenience over the Hayabusa's original cruise control system.
- Full LED lighting is incorporated into the sleek bodywork plus an industry-leading instrument cluster that combines analog gauges with an advanced TFT LCD display.

ENGINE OVERVIEW

The 2025 Hayabusa is powered by the latest version of its renowned high-performance 1,340cc engine. This inline-four-cylinder architecture is legendary for its accessibility, serviceability, adaptability, and durability. Thoughtful engineering and development maintain the engine's operating efficiency and durability while allowing the Hayabusa to comply with worldwide emissions standards, without diminishing its performance potential. Hayabusa riders will enjoy an exceptional riding experience as this legendary engine delivers greater power and torque with smoother delivery throughout the low- to mid-speed range.

ENGINE

- The powerful, 1,340cc, inline-four-cylinder, liquid-cooled, DOHC engine supplies a seamless surge of torque for effortless acceleration.
- Using techniques developed for the GSX-R1000, the crankcases have lubrication passages that provide up to 54% more oil flow to the crankshaft than the prior generation engine.
- Specialized crankcase assembly hardware and a modern tightening procedure is used to increase engine rigidity and durability.
- U-shaped windows in cylinders' bores allow crankcase pressure created by descending pistons to escape to adjacent cylinders to reduce internal pumping pressure and mechanical power losses.
- Suzuki Composite Electrochemical Material (SCEM) cylinder coating improves heat dissipation, durability, and ring seal. The three-ring, aluminum-alloy slipper pistons have been shaped and reduced in weight (weight of each piston was reduced by 26 grams). Conical machining at the piston pin bores improves strength and durability.
- The chrome nitride Physical Vapor Deposition (PVD) piston ring coating is harder and smoother than conventional chrome plating, reducing friction while improving sealing to the SCEM-coated cylinder.
- Like the crankcase, the crankshaft has high flow oil passages to increase lubrication supply at several key areas.
- The connecting rod design reduces weight (by 3 grams each rod) from the prior generation part while also increasing rigidity.
- With lower mass than the prior generation parts, the crankshaft, connecting rods and pistons reduce internal vibration, which in turn contributes to greater engine durability.
- A gear-driven balancer shaft is timed to the crankshaft to help minimize vibration to the engine and the rider.

Continued...

ENGINE CONT.

- The design of the Twin Swirl Combustion Chamber (TSCC) in the cylinder head was updated in this generation engine to promote faster and more efficient burning of the fuel-air mixture. This update complements other valve train updates, increasing flow coefficient by 5% to improve combustion efficiency.
- The exhaust camshaft's valve lift is higher than the prior generation engine and the timing for both camshafts has been tuned to reduce valve opening overlap, boosting low- to mid-range engine performance. Wide camshaft's lobes improve valve train lubrication and durability.
- Lightweight titanium valves with high-rate valve springs ideally match the camshafts to maintain accurate valve control.
- The cam chain tensioner design minimizes chain runout and uses a Teflon coating on the slipper surface to reduce mechanical loss.
- Fired by independent ignition coil-caps in each cylinder, iridium spark plugs produce more complete combustion and last longer than conventional plugs.
- A curved radiator with a compact, dense-core design and two ECM-controlled electric fans keep the engine temperature stable.
- The fairing design permits high airflow through the radiator, increasing cooling efficiency as compared to the prior generation Hayabusa. Testing has indicated that airflow is increased up to 8% when the Hayabusa is in motion and is approximately 7% better when the cooling fan is moving air during low- to mid-speed riding.
- To allow the cooling fans to spin down when stopping in traffic, reducing warm air flow to the rider, the cooling fan blade pitch has been optimized and matched to a smaller fan shroud.
- Positioned below the main radiator, a large-capacity air-cooled oil cooler reduces engine oil temperatures throughout the crankcase.
- The Hayabusa is equipped with Suzuki's Ride-by-Wire Electronic Throttle body system which provides light, natural response with linear control like that of a conventional throttle.
- The electronic throttle bodies have tapered 43mm bores and are part of a high-flow intake system (intake pipe, throttle body and air cleaner funnel) that is 12mm longer than the prior generation Hayabusa to boost power at low-to mid-range engine speeds.
- Because the ECM controls the action of the throttle bodies other features can be precisely controlled, such as cruise control, launch, and lift control, the bi-directional quick shift system, cold-start up and idle speed control, and simplified service procedures.
- The throttle bodies use four primary fuel injectors that spray a fine mist of fuel directly into the intake pipes. Four additional Suzuki Side Feed Injectors (S-SFI) are set above the throttle body in the side of the intake funnels. These side injectors spray a fine mist of fuel on a reflecting plate at the top of the throttle body, resulting in an increase in power and torque output in the low- to mid-range.
- The more compact throttle bodies made it possible to increase the air cleaner assembly's capacity from 10.3 liters to 11.5 liters, increasing the air supply to the engine. The air cleaner has a rigid lid with a simplified internal structure that enhances the intake air sound quality.
- The two Suzuki Ram Air Direct (SRAD) intake ducts in the upper fairing route high-pressure, fresh air to the air cleaner boosting performance in a linear fashion as the road speed increases.
- Flow analysis was employed when developing the SRAD ducts on the Hayabusa. The resulting design reduces pressure loss and increases the flow of pressurized air to the air cleaner while contributing to smoother aerodynamics and a more exciting intake sound.
- Suzuki Pulsed Secondary Air Injection (PAIR) system introduces fresh air into the exhaust to ignite unburned hydrocarbons (HC) to reduce carbon monoxide (CO) emissions.
- The exhaust system is 4.5 pounds (2,054 grams) lighter than the prior system with silencers styled to complement the Hayabusa's overall look. The silencers also have more capacity for better performance and have been tuned to emit a more exciting sound off idle and at lower speeds.
- The four-into-two-into-one-into-two exhaust system configuration uses connecting pipes from the #1 and #4 head pipes to help deliver more power and torque at low- to mid-range speeds. Like the prior generation exhaust, a connector pipe connects the #2 and #3 head pipes for similar benefits.
- The exhaust has high-flow catalyzers in the mid-pipe to further reduce HC, CO, and nitrogen oxide (NOx) emissions. Dual O2 sensors provide instantaneous feedback to the ECM for smooth, clean EFI operation.
- The body of the exhaust silencers (mufflers) will change in color and hue over time in response to the way the bike is ridden. This makes it possible for each rider to add a unique distinctive touch to his or her Hayabusa.

DRIVELINE OVERVIEW

Designed and constructed to manage a broad spread of engine power, the driveline on the 2025 Hayabusa is the high standard of control and convenience on sportbikes. Using the three-mode Bi-directional Quick Shift system lets riders enjoy clutchless up- and down-shifts that can be tuned to match how they want to shift. A SCAS-style clutch system makes sure the engine power effectively gets from the transmission to the rear wheel while slipping just the right amount for peerless manners during engine braking. Riders will praise the hydraulically activated clutch's behavior that delivers a light touch that helps convey a defined engagement point to the lever. The strong drive chain was developed exclusively for the Hayabusa to put power reliably and quietly down at any road speed.

DRIVELINE

- The Hayabusa's six-speed, close-ratio, and constant-mesh transmission can be shifted conventionally or with the Bi-directional Quick Shift system allowing the rider to select racing-style, conventional, or casual riding clutchless shifts.
- The Hayabusa has the latest version of the Suzuki Clutch Assist System (SCAS) clutch that delivers a lighter clutch lever pull than ever before. SCAS serves as a back-torque-limiting system for smooth downshifts while increasing plate tension during acceleration to ensure engine power is effectively transmitted to the rear wheel.
- Hydraulic clutch activation further reduces the lever pull while providing the rider a good sense of the clutch's friction zone.
- The Hayabusa's six-speed, close-ratio transmission was developed to match the engine's performance while improving durability and simplifying service.
- Oil jets in the crankcase spray lubricating oil on the fourth, fifth, and sixth gears to reduce friction, wear, and mechanical sounds during high-speed operation.
- The longer countershaft accommodates the new-generation SCAS-style clutch and uses longer needle bearings to increase durability. The clutch pushrod length updated to match the countershaft change.
- The gearshift cam, end plate and stopper design provide precise operation with the quick shift system while giving the rider a smooth and direct shift feel.
- To simplify service, a unique transmission retainer system is used in the crankcase.
- Developed for the Hayabusa, the unique and strong RK® GB50GSVZ4 drive chain has larger pins and rollers for reliable and quiet operation.

2025

Continued...

CHASSIS OVERVIEW

Building upon Suzuki's proven twin-spar aluminum frame architecture the Hayabusa's light chassis achieves a lower center-of-gravity and a 50:50 weight distribution ratio to help provide a stable ride with nimble handling characteristics. The suspension, wheels, and tires help keep the Hayabusa surefooted and composed on a variety of roads. The brake system is highlighted by the leading-edge Brembo® Stylema® four-piston front calipers with a pair of 320 mm diameter stainless-steel full-floating brake rotors. Like its predecessors, the new-generation Hayabusa continues to deliver a smooth and comfortable ride that absorbs everything the road surface throws at it and responds faithfully to the rider's commands.

CHASSIS

- The Hayabusa's twin-spar aluminum frame and swingarm incorporate aluminum castings along with extruded aluminum sections that provide the right amount of suppleness and strength to its overall rigid alloy frame structure.
- Weighing 1.5 pounds (700 grams) less than the prior generation's part, the redesigned sub-frame is made of longer rectangular steel tubing for ample weight-carrying capacity.
- The KYB® inverted cartridge fork has a specific internal structure to provide more compliance, further improving the suspension's ability to absorb shocks from the road, helping to ensure a smoother, more stable ride with optimum grip.
- The fork has spring preload plus rebound and compression damping force adjusters so the rider can tune the suspension response to their preference.
- The fork's 43mm inner tubes feature Diamond-Like Carbon (DLC) coating to reduce friction and improve reaction to small road surface irregularities.
- Like the fork, the internal structure of the KYB® rear shock absorber was designed to help optimize comfort and straight-line stability.
- The shock absorber has threaded spring preload adjustment collars plus rebound and compression damping force adjusters.
- A steering damper attached to the frame and the lower fork bracket provide damping force to suppress unwanted vibration and steering forces but are tuned to provide a light steering feel at lower speeds.
- Seven-spoke cast aluminum alloy wheels are used to help improve grip and feel to the rider while matching the Hayabusa's exciting styling.
- Co-developed by Suzuki and Bridgestone®, the Hayabusa is shod with Battlax Hypersport S22 tires in 120/70ZR17M/C (58W) front and 190/50ZR17M/C (73W) rear sizes.
- These Bridgestone® tires use a compound and construction to help improve grip on dry roads, performance in wet conditions, and help provide greater all-round agility. The S22 tires also provide excellent straight-line stability and braking grip, providing the rider a more exciting and confidence-building experience.
- The Hayabusa is equipped with the innovative Brembo® Stylema® front brake calipers. Featuring a light, compact, and carefully sculpted design that is intended for use on high-performance motorcycles, these calipers increase cooling airflow around the brake pads.
- The Stylema® front brake calipers are paired with a pair of 320 mm diameter stainless-steel full-floating discs.
- The solo rear 260mm brake rotor is grabbed by a single-piston brake caliper.
- The Hayabusa is equipped with the Combined Brake System, and the Motion Track Antilock Brake System (MT-ABS)**.
 - When the rider squeezes the front lever the Combined Brake System will provide hydraulic brake pressure to both the front and rear brake calipers.
 - The advanced MT-ABS unit has a lightweight, compact design. Antilock brakes can match stopping power to available traction.
 - This MT-ABS unit combines IMU-measured, spatial information of the motorcycle's posture in conjunction with the front and rear wheel speeds. This allows the MT-ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
 - See other brake system-related features in the Suzuki Intelligent Ride System (S.I.R.S.) section.
- The floating handlebar mount helps minimize vibration, while the upper clamp incorporates a distinctive Hayabusa logo.
- As compared to the prior generation Hayabusa, the handlebars are mounted 12mm closer to the rider vastly improving comfort and reducing fatigue when touring while enhancing control.
- The rider footrests have damped mounting hardware to reduce vibration and are set in a sporty, yet comfortable relationship to the handlebars and seat. The heel guards incorporate replaceable plastic inserts that can be changed to renew their appearance.
- Both the shift and rear brake levers are easily adjustable to the rider's preference.
- The Hayabusa's black-anodized, adjustable clutch and front brake lever have carefully crafted shapes to aid rider control and feature slots at the ends to reduce the chance of wind pressure pushing the levers inward.
- The bodywork and sub frame were designed to bring the Hayabusa's seat height down to 31.5 inches.
- The rear seat is set higher than the front seat so the passenger can enjoy an unobstructed view past the rider's shoulder.
- Visually matching the Hayabusa's styling, the grab rail is reshaped and set in proximity to the rear seat, so it is easy for the passenger to grasp.
- The passenger seat and grab rail can be replaced by the included, color matched single seat cowl that acts as a lumbar stop for the rider during solo rides while adding to the Hayabusa's performance-related style.

BODY & STYLING OVERVIEW

The styling goal for the new-generation Hayabusa was to retain the cues that made this Ultimate Sportbike instantly recognizable and combine them with elements from the flying raptor whose stance screams of power, performance, poise, and keen perceptive abilities. This modernized styling visually forecasts the Hayabusa's riding experience. The stunning result is a tribute to the Japanese peregrine falcon from which the Hayabusa takes its name.

BODY & STYLING

- The styling of the bodywork intentionally conveys a modern image of advanced performance and effective features, while faithfully inheriting the wind-cutting silhouette and overall look for which the Hayabusa is famous.
- From every angle and in every detail, the Hayabusa's body has straighter, sharper lines that create a firm impression of modern appeal that is sure to turn heads.
 - These lines trace from the front fairing and fuel tank through to the tail section, projecting the aura of high quality and luxury.
 - These lines also sweep to the slim, upswept exhaust silencers. The silencers combine with the sharp tail design to further emphasize the Hayabusa's aggressive performance stance.
 - Adding cleanliness and flair to the Hayabusa's bold tail is a wide LED rear combination light (that incorporates running, brake, and turn signal functions).
- Beyond art, the bodywork was also developed by practical shaping during extensive wind tunnel developmental sessions, so the Hayabusa's advanced aerodynamics offer superb wind protection both for normal and completely tucked-in seating positions.
 - More than a styling exercise, the Hayabusa features one of the best drag coefficients found on any street legal motorcycle, while also achieving excellent CdA and lift values to help maximize top speed potential and stability at top speed.
 - The Hayabusa's vertically stacked headlight continues to be a bold styling feature that increases performance as its location between the large Suzuki Ram Air Direct (SRAD) intake ducts provides high-pressure air at speed that boosts engine power.
 - Flanking the SRAD ducts are LED position lights with integrated turn signals. They form a single clean vertical line that flows back along the cowl and eliminates the bulbous turn signal shape of the previous generation.
 - The V-shaped chrome-plated moldings in front of the air ducts on the side cowlings create a styling accent flowing from the engine to the mufflers that visually express the immense amount of power emanating from the engine but are also functional parts that draw wind away from the rider's legs.
 - Complementing the slippery styling is an aerodynamic windscreen that is shaped to reduce the wind blast to the rider while permitting an unobstructed view of the instrument cluster. A Suzuki Genuine Accessory windscreen that is 1.5 inches (38mm) taller is also available.
 - The black plastic accent pieces that extend from the sides of the upper cowl near the handlebars deflect air away from the rider's elbows and knuckles.
 - Streamlined mirrors have been positioned low and outward to provide an excellent rear view to the rider.
- The 2025 Hayabusa provides riders three colorways to choose from:
 - The Hayabusa projects strength and power with the always popular Glass Sparkle Black (YVB) paint scheme.
 - The two new schemes for the Hayabusa are a stunning Metallic Mystic Silver & Pearl Vigor Blue (DQX) and a stately Metallic Matte Steel Green & Metallic Matte Titanium Silver (combination).
- The Hayabusa kanji and name logos have been styled to align with the bodywork's modern look. Both logos adopt highly stylized strokes, and the name logo features a long cross stroke on the "H" that emphasizes a sense of speed.
- Small, tasteful versions of the Hayabusa's Japanese logo are incorporated on the ignition key fob, within the LED headlight housing, at the front of the accessory seat cowl, and is visible as part of the start-up animation on the instrument cluster's TFT display.

ELECTRICAL & LIGHTING OVERVIEW

As the foundation of the S.I.R.S. suite of advanced rider aids, the Hayabusa's charging system, powerful ECM, and lightning-quick CAN-style wiring harness deliver reliable performance no other sportbike can match. Quality and innovation coexist in the Bosch® Inertial Measurement Unit (IMU) that instantaneously provides exact chassis position, movement, and acceleration that S.I.R.S. uses for optional engine and braking performance. Using its renowned analog gauge format, the instrument cluster provides a wealth of operational information through a TFT LCD center panel which includes a real-time accelerometer and lean angle display developed through Suzuki MotoGP Championship technology.

The Hayabusa's vertically stacked low beam and projector-type high beam headlights adopt LEDs that provide clear, bright illumination. Bright white LED position lights with integrated turn signals, a first on a Suzuki motorcycle, flank the outer edges of the large SRAD air intakes. At the tail, a bold LED taillight and rear turn signal assembly is smoothly incorporated into the Hayabusa's styling, so no ungainly stalks or signals protrude from its slippery bodywork.

ELECTRICAL & LIGHTING

- Riders adore the outstanding functionality and familiar layout of the Hayabusa's instantly recognizable instrument cluster. Continuing the tradition of blending analog gauges with digital LCD displays and LED icons, the Hayabusa's instrument cluster benefits from several carefully developed innovations and valuable features with styling to match the bike's modern appearance.
 - The large analog tachometer and speedometer have a fresh, modern appearance that includes larger and bolder numbering that improves readability. Raised scale markings around the periphery of each gauge use LED lighting to provide a clearer view and faster recognition in both daylight and night.
 - Carrying the theme of color accents throughout the cockpit area, the analog fuel and coolant temperature gauges that flank the speedometer and tachometer are ringed in gold, as are the SDMS-a and Active Data display screens on the Thin Film Transistor (TFT) and Liquid Crystal Display (LCD) panel.
- A key feature of the instrument cluster is the TFT LCD panel centrally mounted between the speedometer and tachometer. By using two display methodologies, the TFT LCD panel can display a variety of information in formats that are easily recognizable and attractive.
 - The TFT LCD panel displays either the current SDMS-α systems settings or an Active Data display that shows lean angle (with a peak-hold function), front and rear brake pressure, rate of vehicle acceleration or deceleration, and the current accelerator position.
 - The panel also shows the time, gear position, odometer, dual trip meter, ambient air temperature, instantaneous fuel consumption, riding range, trip time, average fuel consumption, and battery voltage displays.
 - LEDs located in the corners above and below the TFT LCD include the neutral indicator light, turn-signal indicator lights, high-beam indicator light, low oil pressure warning light, TC (Traction Control) indicator, MIL (Malfunction Indication Lamp), master warning indicator, and ABS indicator. There is also an LED engine coolant temperature indicator light in the upper right corner of the engine coolant temperature gauge and fuel indicator light in the upper left corner of the fuel meter gauge.
 - An additional feature of the LCD panel is a brief animation of the Hayabusa kanji character that plays when the ignition key is turned on. This playful presentation is pleasing to the eye and heightens the anticipation of the ride to come. A second animation featuring the Suzuki logo plays before the display is turned off.
- An ambient light sensor automatically adjusts the instrument cluster's brightness level based on surrounding conditions, but the rider can manually adjust the illumination to their preference.
- The handlebar switches were designed to maximize operating ease and efficiency. The mode/set switch on the left handlebar controls various Suzuki Intelligent Ride System (S.I.R.S.) settings and adjustments, including cruise control operation.
 - The rider can use the instrument cluster information and the rocker switch on the left handlebar control to change the TFT LCD display and S.I.R.S. settings.
 - The right handlebar switch has a poly-function rocker switch that is the engine stop and start button that activates the Easy Start System. A single button below the rocker switch engages the cruise control.
- A powerful dual-core 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the Hayabusa's electrical and S.I.R.S. components.
- Key to the operation of Hayabusa's S.I.R.S. and other electrical features is a Computer Area Network (CAN) style wire harness that functions as an interconnected information network rather than using a more complex and slower conventional wiring harness.
 - The robust CAN-wiring system enables the motorcycle's various sensors and microcontrollers to instantaneously communicate with each other.
 - Because it requires fewer wires, this CAN-wiring lets the vehicle be lighter and simpler and provides a way for the advanced components – such as the electronic throttle bodies and cruise control – on the motorcycle to have faster data transmission with the ECM.
 - The CAN-wiring also provides a specific location for diagnosing errors that may occur throughout the entire network.
- The 400W charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the rider's seat.

ELECTRICAL & LIGHTING CONT.

- Another component supporting S.I.R.S. and other Hayabusa technology is a six-direction, three-axis Inertial Measurement Unit (IMU) supplied by Bosch®.
 - The Hayabusa's IMU measures six directions of movement along three axes. The IMU detects pitch, roll, and yaw movement based on the motorcycle's position, movement, and acceleration.
 - This high-performance six-direction IMU also combines a three-axis angular rate sensor (gyro meter) and a three-axis acceleration sensor in a single compact unit.
- The Hayabusa is equipped with the latest generation, compact Antilock Brake System (ABS) unit from Bosch®. Working in conjunction with the IMU, the ABS-unit realizes features such as the Motion Track Brake System, Slope Dependent Control System and Hill Hold Control System.
- Befitting its premium sportbike status, the Hayabusa is equipped with highly functional and attractive lighting. The stacked headlight format that debuted with the original Hayabusa continues in this 2025 edition with advanced technology and modern styling.
 - Both the low-beam and projector-type high-beam headlights use bright LEDs that provide clear illumination and help make the Hayabusa visible to pedestrians and other traffic at night.
 - Attention to achieving a memorable look extends to every detail. The two upper and two lower LEDs for the low beam are mounted in the corners where they shine across a reflector panel and fill the light assembly with attractive illumination. Fine touches throughout the headlight assembly include the use of black parts that heighten the sharp looks, as well as the inclusion of the Hayabusa kanji character on top of the black cowl above the high beam lamp.
- Hayabusa's front turn signals are incorporated in the position lights, a first for a Suzuki motorcycle.
 - This design integrates the LED position lights and turn signals into single assemblies that neatly flank the outer edges of the large SRAD air intakes.
 - An illumination scheme using white lighting for the position light with the turn signals flashing in orange when signaling creates a unique overall effect that heightens the sense of a luxurious riding experience.
- The bold LED taillight and rear turn signal design create a single wide, sharp accent running horizontally across the bottom of the Hayabusa's tail section.
 - Each of the left and right combination lamps houses the tail/brake light and turn signals, with a clear lens over the taillight and a clear smoked amber lens over the turn signal portion.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) OVERVIEW

The Hayabusa implements an advanced version of the Suzuki Intelligent Ride System (S.I.R.S.), motorcycling's most comprehensive collection of electronic systems designed to optimize performance characteristics to match the needs of the moment and make the Hayabusa more controllable and predictable.

S.I.R.S. provides the rider control of the Hayabusa performance characteristics in six distinct areas:

1. **Control of the engine output characteristics**
2. **Control over engine acceleration characteristics**
3. **Control over engine deceleration (engine braking) characteristics**
4. **Control over the engine at steady speeds**
5. **Control over engine and transmission operation**
6. **Control over braking features**

Riders may opt for settings that best suit riding conditions and varying road surfaces, as well as their level of confidence and experience. They may benefit from the response those settings offer and take advantage of the feedback to further hone their riding skills and gain greater confidence as they enjoy the ultimate riding experience.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

1. Control of the Engine Output Characteristics

- The **Suzuki Drive Mode Selector Alpha** (SDMS- α) system provides the rider a choice of three factory preset and three rider (or user) defined and combined settings of the Power Mode Selector, Motion Track Traction Control, Anti-lift Control, Engine Brake Control and Bi-directional Quick Shift systems.
 - These presets provide the rider a quick and effortless way to set the Hayabusa's performance characteristic to their liking.
 - Three factory preset modes (A, B, and C) have been carefully created so the SDMS- α can set S.I.R.S. for optimal performance.
 - Factory preset mode A is for active, sporty use.
 - Factory preset mode B is for general, all-around riding.
 - Factory preset mode C is for comfort and touring.
 - The rider can create three user-defined settings (U1, U2, and U3). These unique setting allow the rider to tune S.I.R.S. to their riding style or to their favorite road. It is then a quick and straightforward process for the rider to set the S.I.R.S. to use those settings.
 - Using the mode and select switches on the left handlebar the rider can change modes and settings that are then displayed on the TFT LCD panel located at the center of the instrument cluster.
- The **Power Mode Selector** (PW) permits selection between three different engine output characteristic modes to match the riding conditions or the rider's preference.
 - Mode 1 provides the sharpest throttle response up to maximum engine power.
 - This characteristic would be well suited for use by experienced riders riding on good road conditions.
 - Mode 2 provides a softer throttle response with a more linear power delivery up to maximum engine power.
 - This characteristic would be well suited for use by most riders riding on average road conditions.
 - Mode 3 provides the softest throttle response with a gentler power curve with reduced maximum output.
 - This characteristic would be well suited for riders with less experience or by all riders riding on poor road conditions (wet or dirty surface with limited traction).

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

2. Control of the Engine Acceleration Characteristics

- The **Motion Track Traction Control System (TC)** was designed to provide stability and help enable the rider to control the Hayabusa with confidence in varying riding conditions by limiting rear wheel spin.
 - Adopted directly from the traction control system Suzuki developed for MotoGP racing, the Hayabusa's TC system features smooth control that does not interfere when enjoying a more aggressive, sporty ride.
 - The TC system offers ten mode settings and can also be switched off. The higher the mode number the more the system is sensitive to rear wheel spin and the faster it will intervene, limiting wheel spin.
 - The ECM continually monitors front and rear wheel speed, engine RPM, plus throttle position and gear position, and lean angle data from the IMU. When the system determines that loss of traction is imminent, the ECM adjusts engine power to prevent wheel spin.
 - The TC modes are displayed on the TFT LCD display and can be changed on-the-fly using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon in the center of the instrument cluster will illuminate and flash.
- The **Anti-lift Control System (LF)** adds control reassurance to riders by helping prevent the front wheel from lifting off the ground when accelerating.
 - The rider can choose from ten modes or turn the system off. The higher the setting, the greater the amount of control supplied. When in Mode 10, for example, it is nearly impossible to lift the front wheel, even with a passenger on the back and the throttle wide open.
 - Hayabusa's dual-core 32-bit ECM processes data such as engine speed, throttle position, gear position, clutch switch, and front and rear wheel speed sensors, as well as the IMU, to determine the appropriate amount of engine output to deliver in response to the rider operating the throttle and the LF system mode setting.
 - The LF mode settings are displayed on the TFT LCD display and can be changed using the left handlebar switch.
- The **Launch Control System (LC)** helps ensure efficient launch and acceleration from a standing start. Launch Control for the Hayabusa offers three modes from which the rider can choose to match his or her level of experience or confidence.
 - The LC Mode 1 and 3 maximum engine speeds were updated for the 2025 Hayabusa. This change helps make the system more effective.
 - LC Mode 1 limits engine speed on launch to 5,000 RPM for smooth, softer acceleration from a stop (was limited to 4,000 RPM on the prior year model).
 - LC Mode 2 lets the engine rev to 6,000 RPM for a moderate, stronger acceleration characteristic from a stop (no change from prior year model).
 - LC Mode 3 limits the engine speed to 7,000 RPM for the strongest and quickest acceleration from a stop (was limited to 8,000 RPM on the prior year model).
 - The LC mode settings are displayed on the TFT LCD display and can be changed using the left handlebar switch.

3. Control of the Engine Deceleration Characteristics

- The **Engine Brake Control System (EB)** is a three mode (and OFF setting) system that provides control over the effective strength of engine braking to match the rider's preference.
 - The higher the setting, the more the system monitors engine braking to help reduce rear tire sliding or skipping when decelerating after releasing the throttle grip or downshifting.
 - The rider can also switch EB off to experience the full effect of the engine braking during deceleration.
 - The EB mode settings are displayed on the TFT LCD display and can be changed using the left handlebar switch.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

4. Control over the Engine at Steady Speeds

- Added for 2025, the Hayabusa's **Smart 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 traveling at constant speed on highways.
- The Smart Cruise Control permits the rider to shift up or down using the Bi-directional Quick Shift System without it canceling the cruise control. This makes the Hayabusa more comfortable, more convenient, and easier to operate on long rides by eliminating the need to reset cruise control after each shift.
 - Cruising speed can be set above 20 MPH (31 km/h) while riding at 2,000 to 7,000 RPM in second gear or higher.
 - The cruise speed setting appears on the TFT LCD display and a button on the right handlebar control can be pressed to activate or put the cruise control into standby.
 - Once engaged, the cruising speed can be easily adjusted upward or downward using the (UP or DOWN) select switch on the left handlebar.
 - The handy "resume function" re-engages the system to smoothly accelerate to the most recent speed setting after canceling.
- Suzuki's **Active Speed Limiter** is a first in the motorcycle industry, as this highly practical system allows the rider to set a speed limit the bike will not exceed, eliminating concerns about speeding or driving faster than intended.
 - With the Active Speed Limiter engaged, the rider can accelerate freely up to the preset speed, but not exceed it. The rider can decelerate normally by backing off the throttle.
 - The system can be temporarily overridden with one quick twist of the throttle, making it easy to accelerate beyond the set limit to pass other vehicles. It can be deactivated completely at the press of a button after releasing the throttle grip.

5. Control over Engine Operations

- The dual mode **Bi-directional Quick Shift System** (QS) allows the rider to shift up or down quickly and easily, without operating the clutch or changing throttle position. To ensure smooth upshifts QS adjust ignition timing when accelerating or riding at a steady speed. When decelerating, QS adjusts throttle settings, automatically blipping the throttle when downshifting.
 - QS Mode 1 reacts quickly to the rider moving the shift lever to replicate a racing-style response.
 - QS Mode 2 offers a lighter reaction to the rider's shift that is well suited for casual riding.
 - Performance of the Hayabusa's SACS-style assist & slipper clutch ensures even smoother up and down shifts when using QS or manual clutch operation.
- The **Suzuki Easy Start System** lets the rider start the motorcycle with a momentary press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine fires up.
- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds to help ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

2025

Continued...

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

6. Control over Braking features

- The **Combined Brake System** provides convenience to the Hayabusa rider as operating the front brake lever provides braking power to both the front and rear brakes.
 - Using the brake pedal (with the right foot) operates the rear brake only.
- The Motion Track Anti-lock Brake System (MT-ABS) combines IMU-measured, spatial information of the Hayabusa's posture in conjunction with front and rear wheel speeds. This allows the ABS** to not only activate in a straight line but also when the vehicle is leaning or turning.
 - By reducing the impact of sudden braking force, the Hayabusa is less likely to try to push itself upright or lose traction, instead maintaining the turning radius and lean angle to better follow the rider's intended line through the corner.
 - Even if the rider is startled and brakes heavily in a corner, MT-ABS assists in helping maintain chassis composure while stopping or slowing the motorcycle.
 - The MT-ABS system cannot be switched off – it is always active.
- The **Slope Dependent Control System** prevents rear wheel lift when braking when travelling downhill. The ABS unit continually measures brake pressure while the IMU constantly monitors vehicle posture even as the Hayabusa is traveling downhill. When the rider operates a brake lever or pedal when riding downhill, the electronic control unit adjusts brake pressure to prevent rear wheel lift, providing more consistent braking.
- The **Hill Hold Control System** helps hold the Hayabusa when it is stopped on an incline, providing confidence so riders can focus on smoother takeoffs up the hill.
 - When stopping upward on a hill and applying the brakes, this system automatically operates the rear brake for around 30 seconds to help prevent the motorcycle from rolling back down the hill even if the rider releases the brake lever or pedal.
 - When the rider releases the brake lever or foot pedal, the ECM detects the rider's intention to ride forward and releases the rear brake pressure smoothly.
 - The rider can also disengage the Hill Hold System by squeezing the front brake lever twice or use the left handlebar control and the instrument cluster with the system off.
 - An "H" mark lights on the instrument cluster when the system is engaged, and flashes when the system is disengaged.

SUZUKI GENUINE ACCESSORIES

- The Hayabusa is the world's Ultimate Sportbike with premium components, styling, and unmatched performance so it is fitting that a wide selection of Suzuki Genuine Accessories are available so the rider can personalize their motorcycle to their tastes and riding style.
- An optional, color matched single seat cowling delivers function and great styling by continuing the wind cheating shape of the Hayabusa.
- A taller touring windscreen is available for reduced wind blast to the rider on longer rides.
- Riders can take the personal items easily with them both on and off the bike thanks to Suzuki fuel filler-mount tank bags that clip on and off in seconds.
- A special rider's seat is also available with different foam for comfort while a different texture and colored cover enhances appearance.
- Multi-level heated grips help deliver comfort during colder rides (and are specially designed to function with the Hayabusa's CAN-style wire harness).
- Hayabusa and Suzuki logo decals can add a splash of color and an impression of speed to the wheel rims.
- Billet brake and clutch hand levers stylized, and strong aluminum chain adjuster block and front axle sliders blend a performance look with real function.
- For more information on Suzuki Genuine Accessories, visit Suzuki's online Accessory Store.



ADDITIONAL

- A variety of Genuine Suzuki Accessories for Hayabusa owners are available, including a color-matched solo seat cowl and a wide selection of Suzuki and Hayabusa logo apparel.
- The Hayabusa's excellent build-quality is backed by Suzuki's 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

Hayabusa

SPECIFICATIONS

ENGINE

Engine:	1340cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	81.0 mm x 65.0 mm (3.19 in. x 2.56 in.)
Compression Ratio:	12.5:1
Fuel System:	Fuel injection with Ride-by-Wire electronic throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type, SCAS-equipped
Transmission:	6-speed constant mesh
Final Drive:	Drive chain, RK GB50GSVZ5, 114L

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo Stylema®, 4-piston, twin disc, ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity:	5.3 US gal. (20.0 L)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark Plugs:	NGK CR9EIA-9 (or DENSO IU27D)
Headlight:	Multi-plane and projector LED
Tail Light:	LED
Turn Signals:	Integrated LED

DIMENSIONS

Overall Length:	2180 mm (85.8 in.)
Overall Width:	735 mm (28.9 in.)
Overall Height:	1165 mm (45.9 in.)
Wheelbase:	1480 mm (58.3 in.)
Ground Clearance:	125 mm (4.9 in.)
Seat Height:	800 mm (31.5 in.)
Curb Weight:	264 kg (582 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-8S

GSX-8S



OVERVIEW

Designed to excite riders who value agility, power, and bold styling, the 2025 Suzuki GSX-8S is the latest addition to Suzuki's renowned GSX-S series. This mid-size naked street bike packs a responsive 776cc DOHC parallel-twin engine with 270-degree crankshaft timing, ensuring a smooth, torque-rich ride. Enhanced by Suzuki's Cross Balancer technology, the GSX-8S delivers the punch and precision riders demand, whether carving through twisty backroads, navigating the city, or cruising the open highway.

With its nimble chassis, advanced rider aids, and a sleek, mass-forward design, the GSX-8S is as functional as it is striking. Equipped with a 5-inch full-color TFT display and features like the Bi-directional Quick Shift system and traction control, it offers modern technology in a rider-focused package. Whether you're stepping up from a smaller bike or seeking something with a commanding street presence, the GSX-8S offers unmatched value and performance.



Glass Sparkle Black / Pearl
Cosmic Blue



Metallic Matte Black No. 2

2025

KEY FEATURES

- A thoroughly modern street fighter, the 2025 GSX-8S arrives in Suzuki's Glass Sparkle Black / Pearl Cosmic Blue, or a Metallic Matte Black No. 2 paint scheme – each featuring unique logos that help identify the sport's most exciting naked sportbike.
- The compact 776cc parallel-twin engine uses a 270-degree firing order for strong torque production and is equipped with Suzuki's exclusive Cross Balancer system for smooth operation.
- The Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking while shifting has never been easier with the Bi-directional Quick Shift system eliminates the need to use the clutch once you are rolling.
- The GSX-8S uses the Suzuki Intelligent Ride System (S.I.R.S.) with a three-mode Suzuki Drive Mode Selector and the four-mode Advanced Traction Control System* plus the popular Easy Start & Low RPM Assist systems.
- Designed around the compact parallel-twin engine and constructed with rugged steel pipe, the GSX-8S's backbone style frame was developed to provide excellent straight-line stability, to contribute to nimble handling, and to perform well in the city, on twisty roads, and at highway speeds.
- High-quality KYB® suspension delivers controlled handling while ABS-equipped** NISSIN® radial-mounted 4-piston brake calipers up front grasp 310 mm dual, stainless steel brake rotors mounted to 17-inch, cast aluminum wheels.
- The GSX-8S features an upright riding position for superior comfort. The compact parallel engine allows the rider's foot pegs to be set further forward, creating a reasonable sport riding position between the handlebar, footrests, and seat.
- The GSX-8S' high-quality instrument panel instrument panel uses a full-color, 5-inch TFT screen with a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light. Manually or automatically adjustable to ambient light, this TFT display keeps the rider fully aware of all the bike's systems, settings, and real-time operating status.
- The front cowl houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead. On either side of the headlights are LED position lights that form narrow slits of bright illumination to the unique appearance of this Suzuki streetfighter.

ENGINE

- The new-generation 776cc parallel-twin DOHC engine delivers a superb balance of smooth controllable torque-rich power from low RPM and freely revs up to its peak power output.
- The 270-degree crankshaft configuration provides a similar, but more powerful experience as provided by the 90-degree V-twin engine used in the SV650 models.
- The spaced nature of the engine's power pulses enhances traction and contributes to the strong power output at extremely low speeds, making the GSX-8S easy to maneuver in slow traffic or through tight corners.
- Suzuki Cross Balancer technology, patented by Suzuki and used for the first time on a production motorcycle, helps create a compact, lightweight design that delivers smooth operation.
- The pistons were developed using FEM (Finite Element Method) analysis to maximize strength and minimize weight.
- The 84mm cylinder bores inside the aluminum die-cast cylinders are plated using Suzuki's SCEM process. Originally developed for racing and proven on the track, the SCEM cylinder promotes better heat dissipation, reduces friction, and provides a consistent wear resistant seal to the pistons' rings.
- Dual, linked 42mm electronic throttle bodies use a newly configured Accelerator Position Sensor (APS) to provide an authentic response and feel to the rider's throttle operation.
- The GSX-8S has two 10-hole, long-nose, 49 PSI (343kpa) high-pressure-feed fuel injectors that maximize fuel atomization for better combustion efficiency.
- The 6.0L air cleaner box shape and intake pipe lengths were created using computer-aided design to help maximize peak power output plus strong torque production at low engine speed. Positioned under the seat, the air box size and shape contribute to the GSX-8S's slim chassis.
- The GSX-8S has a distinctive short muffler design that produces an exciting and unique exhaust note. Most of the exhaust system is located under the chassis in an optimal, centralized location that benefits handling.
 - The stainless-steel 2-into-1 exhaust system uses a high flow, dual-stage catalytic converter inside the mid-pipe that helps satisfy worldwide emissions standards.
 - From the mid-pipe, the exhaust flows into an under-chassis chamber that has a short muffler design with an upswept end cap that slightly protrudes from the right side of the chassis.
- The digital ignition fires iridium-type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- A large-capacity radiator effectively cools the parallel twin's power output. A thermostatically controlled cooling fan helps stabilize coolant temperatures at low speed and stops.
- The unique cooling system inlet control thermostat valve helps maintain consistent engine temperature and smooths the idle speed during warm-up. This stabilizes combustion and helps reduce emissions.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on certain GSX-R models).

TRANSMISSION, CLUTCH & DRIVELINE

- The six-speed transmission features gear ratios that deliver exciting acceleration, whether shifting normally or when using the standard-equipment Bi-directional Quick Shift system to shift without clutch operation.
- The GSX-8S's precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip for smoother downshifts. The SCAS also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever's pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has superb friction-point feel.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.

CHASSIS

- Designed around the compact parallel-twin engine and constructed with rugged steel pipe, the GSX-8S's backbone style frame was developed to provide excellent straight-line performance, to contribute to nimble handling, and to perform well in the city, on twisty roads, and at highway speeds.
 - The engine is suspended and precisely fit to the frame to create a rigid chassis that also provides the compliance required for sport riding.
 - The frame and engine package helps create sporty chassis geometry with rider-friendly ergonomics.
- The steel sub-frame has short and narrow seat rails that result in low and slim seating that helps riders maneuver the motorcycle and touch the ground at stops.
 - GSX-8S seat height: 31.9 in. (810 mm)
- Matched to the GSX-8S's chassis geometry and suspension is a uniquely shaped aluminum swingarm that enhances vertical, lateral, and torsional rigidity to aid straight-line stability and controlled cornering.
- Created solely for the GSX-8S, the front fork, and single-shock rear suspensions' spring rate and valving were tuned to maximize performance and comfort when riding on city street or twisty roads.
 - The KYB-supplied inverted fork has 41mm inner tubes with 5.1-inches (130 mm) of travel that delivers a plush, controllable ride thanks to carefully selected spring rates and damping characteristics that are well suited to sporty rides or long-distance runs.
 - The link-type mono-shock KYB rear suspension is set up to contribute to straight-line stability and agility, even when carrying a passenger.
 - Rear wheel travel is 5.1 in. (130 mm).
 - The cam-style spring preload adjuster is particularly useful when heading out to ride tandem or adding cargo.
- The GSX-8S rides on 17-inch lightweight, cast aluminum wheels that look great and contribute to the bike's nimble handling and sporty performance.
 - Front rim size is 17 x 3.5 in., rear rim size is 17 x 5.5 in.
- Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front and a wide 180/55ZR17 at the rear) are custom-engineered to perform optimally on the GSX-8S, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
 - These wheels and tires were developed to work in harmony with the KYB suspension to provide great grip, stability and nimble handling while providing a comfortable ride.
- Dual front brakes with 310mm diameter discs and radially mounted NISSIN four-piston calipers provide strong and consistent stopping power.
- The front brakes are complemented by a 240mm stainless-steel rear disc brake with a NISSIN single-piston caliper to help ensure controlled stops.
- Both the front and rear brakes can be modulated by a compact Anti-lock Brake System (ABS)** controller to match stopping force to the available traction.
- The GSX-8S features a wheelbase that is longer than a typical naked street fighter, and this contributes to straight-line stability. Even so, the chassis geometry was adjusted to ensure nimble handling and cornering ability, while keeping the motorcycle compact.
- The GSX-8S features an upright riding position for superior comfort and control. The compact parallel engine allows the rider's foot pegs to be set further forward, creating a reasonable sport riding position between the handlebar, footrests, and seat.
 - The matte black tapered cast-aluminum handlebar contributes to the excellent riding ergonomics, with great vibration damping and a performance-oriented style.
 - In addition to increased comfort and a more upright posture, these changes make it easier for the rider to steer the front end with less effort.
- The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.

Continued...

CHASSIS CONT.

- The rider's seat is designed for comfortable sport riding, delivering solid support for the rider. The rear edge of the seat is shaped to offer freedom of movement and is covered in a cover that provides positive grip.
 - Compared to the GSX-S750, the seat is lower, with a low height of 31.9 inches (810 mm), and contributes to the sporty, yet upright riding position and helps riders plant their feet on the ground when stopped.
 - Positioned on the motorcycle higher so the passenger can see over the rider's shoulder, the rear seat shape matches the GSX-8S's angular styling but has ample padding.
 - This separate pillion seat includes a hand strap for the passenger and can be replaced with an optional sport cowl for solo rides with a race-inspired style.
 - Both seats are covered in a rugged, weather-resistant cover that provides a good balance between grip and smooth rider movement.
- The front fender features a bold upright strut that extends upward toward its leading edge. In addition to adding strength, this strut contributes to the GSX-8S's sporty appearance.
- The 3.7-gallon (14L) fuel tank has a narrow rear section that flows into the front of the rider's seat, creating additional clearance for the rider's knees.
 - The internal construction and cap of the fuel tank were engineered so the gasoline capacity is the same for both the 49-state and California versions.

STYLING

- The GSX-8S fulfills the goal of creating a thoroughly modern design that sets a trend for the next generation of exciting Suzuki motorcycles ready to carry the brand into the future. As the 2022 GSX-S1000 established a modern design direction featuring sharp lines and an edgy futuristic look, the GSX-8S takes its styling to an exciting, original space.
 - The angular, stacked LED headlights within the pointed upper cowling are further defined by strips of position lights that bring a unique face to motorcycling.
 - The fuel tank's front cover flows into the larger, pointed radiator shrouds that protrude past the fork legs bringing further attention to the pointed upper cowling.
 - The bike's sharp nose is offset by the short, compact muffler outlet, exposed subframe, and slim tail section creating a compact body that emphasizes the parallel-twin engine.
- The 2025 GSX-8S offers two body color choices:
 - Glass Sparkle Black / Pearl Cosmic Blue (CLB): This colorway was created exclusively for the GSX-8S. Looking sophisticated under all light levels, the black chassis and tail are offset by the bright, solid pearl blue finish on the fuel tank cover and front cowl.
 - Metallic Matte Black No. 2 (YKV): A new variation of basic black for 2025, Suzuki's popular glossy black finish covers everything except the bright red wheels, exposed red sub-frame, and silver graphics make this motorcycle stand out in any setting.
- The GSX-8S adopts the graphic and font motif that first appeared on the 2022 GSX-S1000. This not only connects this model to the S1000's naked roadster legacy, but further emphasizes the "8S" moniker which resembles the endless loop of the infinity symbol.
- Diligence extends to the engine as the clutch cover and magneto cover have dark-gray finishes that complement the GSX-8S body colors, while the SUZUKI name on the cover is in a contrasting silver to bring attention to this modern engine.

2025

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) let GSX-8S riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. This makes the GSX-8S, more predictable, and more enjoyable on a spirited ride, on a longer trip, or commuting, and it always adds up to a more exciting, confident, and fun riding experience.
- The GSX-8S's S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS) and the Bi-directional Quick Shift System (QS) that supports the rider in a variety of conditions.

- The S.I.R.S. suite of rider aids also includes the Ride-by-Wire Electronic Throttle System, the Suzuki Easy Start, and Low RPM Assist systems for accurate and convenient motorcycle operation.

• Suzuki Drive Mode Selector (S-DMS)

- S-DMS provides the rider with a choice of three different engine power output modes. Working in concert with the Traction Control System*, S-DMS permits peak power in each mode while changing the nature of the power delivery.
- These three modes (A, B, and C) provide the rider a quick and effortless way to alter the GSX-8S's power delivery characteristics to match his or her riding style or adjust to changing weather, road surface, or other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on clean, winding roads in clear weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions and to help control engine power in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
- Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the TFT instrument panel.

• Suzuki Traction Control System (STCS)*

- The four-mode STCS on the GSX-8S lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
- STCS continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by adjusting ignition timing and air delivery.
- The rider can select one of four modes (1, 2, 3, and OFF). The three active modes differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity – it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is a moderate sensitivity level – the system engages traction control sooner than Mode 1 and is for average road conditions.
 - **Mode 3** is the highest sensitivity level – the system engages traction control sooner than the other modes to virtually eliminate wheel spin, and is well-suited for poor or slippery road conditions, like wet and cold surfaces.
 - **OFF** disengages all traction control features – the rider has sole control of the engine's throttle and any resulting rear wheel spin.
- The STCS modes are displayed on the TFT instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon on the instrument panel will illuminate and flash.

• Ride-by-Wire Electronic Throttle System

- The electronic throttle system uses the capability of the GSX-8S's 32-bit, dual-processor ECM, and CAN-bus wire harness to convert throttle grip movement and sensor input into instantaneous and precise throttle plate movement in the two 42mm throttle bodies.
- This system also tunes throttle body action to best match each of the S-DMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- **Bi-directional Quick Shift System (QS)**

- This QS system allows the GSX-8S rider to shift up or down quickly and easily, without operating the clutch or throttle.
- To ensure smoother upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase RPM and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The bi-directional QS works seamlessly in concert with S-DMS to bring riders even greater riding enjoyment.
 - Performance of the GSX-8S's SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
- An icon on the TFT instrument panel (between the speedometer and gear position display) indicates QS status. The QS system can be easily switched on or off using the left-handlebar switch.
- The shift sensor on the shift rod sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.

- **The Suzuki Easy Start System**

- Easy Start allows the rider to easily start the engine with a single, momentary press of the starter button. In any weather condition or with any engine temperature, there is no need to hold down the starter button until the engine fires. The ECM manages Easy Start so that the starter motor automatically stops once the engine has started.

- **The Low RPM Assist System**

- The Low RPM Assist system seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.

- **S.I.R.S. Supporting Technologies**

- **Controller Area Network (CAN bus)**

- Key to the operation of the S.I.R.S., the GSX-8S uses an interconnected information network instead of a conventional wiring harness.
- Key to the operation of the S.I.R.S., the GSX-8S uses an interconnected information network instead of a conventional wiring harness.
- The CAN bus also provides a single connection point for diagnosing any errors that may occur throughout the entire network.

- **Engine Control Module (ECM)**

- The 32-bit, dual-core ECM has a fast processor and specialized programming to efficiently operate the fuel-injection system, Ride-by-Wire throttle bodies, ignition, and other electrical features on the GSX-8S.

ELECTRICAL

- The GSX-8S instrument panel uses a full-color, 5-inch TFT LCD screen.
- This high-quality instrument panel is set into the upper cowl above the handlebars, for good visibility and protection from road debris. The TFT panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left-center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, and S-DMS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can also be configured to display large pop-up alerts and warnings. These alerts can present service reminders or advise of an operational issue.
- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The charging system uses a durable, oil-cooled three-phase stator. A high-capacity, maintenance-free style battery and fuses are easily accessible under the seat.
 - Charging output is 375W @ 5,000 RPM.
- The handlebar switches are designed for intuitive operation (so the rider can better maintain focus on the road).
 - The right handlebar switch includes a poly-function engine stop-on-start rocker switch and a hazard flasher switch.
 - The left handlebar switch was designed so selecting modes, making settings and adjustments for each of the advanced S.I.R.S. features simply involve operating the MODE button and the UP/DOWN switch (which recognizes long and short presses).
 - Headlight control is a flip of the finger – the left index finger to be precise. Set on the forward side of the left handlebar switch, the headlight control lever easily toggles between low beam, high beam, and flashing the high beam.
- The GSX-8S's front cowl houses a stacked pair of hexagonal headlights that employ the bright, Mono-focus LED light technology that provides the rider clear and bright illumination of the road ahead.
 - Supplied by Koito®, the independent, polygon-shaped, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- Thin, compact LED position lights trace the forward section of the front cowl. The angled design of the narrow slits of bright light add to the unique appearance of this Suzuki streetfighter.
- The GSX-8S's front LED turn signals are mounted in thin, arrow-shaped housings, extending outward from the upper portion of the front cowl and mounted to the side of the rear LED taillight the rear turn signals use the same lightweight and low-draw LED illumination as the front signals.
- With lower electrical draw than conventional lighting, the LED headlights, position lights, turn signals, and taillight complement the GSX-8S's sharp, angular styling while improving both visibility and durability.



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available for the GSX-8S, such as a solo seat cowl, meter visor (acting as a sport screen), billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a selection of Suzuki logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX-8S

SPECIFICATIONS

ENGINE

Engine:	776cc, 4-stroke, liquid-cooled, DOHC parallel-twin
Bore x Stroke:	84.0 mm x 70 mm (3.3 in. x 2.8 in.)
Compression Ratio:	12.8:1
Fuel System:	Fuel injection
Starter:	Electric
Lubrication:	Force-fed circulation, wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	O-ring style drive chain, 525 x 118L

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Rake / Trail:	25° / 104mm (4.1 in.)
Brake, Front:	NISSIN®, Radial-mount 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	NISSIN®, 1-piston caliper, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	180/55ZR17M/C (73W), tubeless
Fuel Tank Capacity:	14.0 L (3.7 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	Iridium type x 2
Headlight:	Mono-focus LED x 2
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2115 mm (83.3 in.)
Overall Width:	775 mm (30.5 in.)
Overall Height:	1105 mm (43.5 in.)
Wheelbase:	1465 mm (57.7 in.)
Ground Clearance:	145 mm (5.7 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	202 kg (445 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-S1000

GSX-S1000



OVERVIEW

The 2025 Suzuki GSX-S1000 delivers unrelenting power and street-dominating style, continuing its legacy as the benchmark in naked sportbikes. NEW for 2025, the GSX-S1000 gains a 5-inch full-color TFT display. Its GSX-R1000-based, long-stroke engine provides thrilling acceleration and a broad torque curve. Responsive Suzuki Ride-by-Wire technology combined with the Suzuki Intelligent Ride Systems (S.I.R.S.) deliver the rider modern performance.

Engineered for agility and poise, the GSX-S1000 features a twin-spar aluminum frame and a superbike-derived swingarm, paired with fully adjustable KYB suspension and Brembo brakes. The aggressive styling, stacked LED headlights, and aerodynamic radiator shrouds make a bold statement on the street. The GSX-S1000 is the ultimate choice for riders seeking naked sportbike excellence without sacrificing versatility.



Metallic Matte Sword Silver



Glass Sparkle Black

2025

KEY FEATURES

- Select from Suzuki's popular Glass Sparkle Black paint scheme or the Metallic Matte Sword Silver with blue accents – each featuring unique logos that help identify this well-crafted naked sportbike.
- The GSX-S1000's new instrument panel uses a full-color, 5-inch TFT LCD screen. This high-quality instrument panel is mounted in front of the handlebars, above the headlight cowl, for good visibility. The TFT panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The GSX-S1000 uses the Suzuki Intelligent Ride System (S.I.R.S.) with a three-mode Suzuki Drive Mode Selector and the five-mode Advanced Traction Control* System plus the popular Easy Start and Low RPM Assist systems.
- The 999cc, GSX-R-based, long-stroke engine produces high peak power with strong torque in the low- to mid-range that is smoothly controlled by Ride-by-Wire electronic throttle bodies for a stimulating sportbike experience.
- The Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking, while shifting has never been easier with the Bi-directional Quick Shift system.
- Upright streetfighter ergonomics, a twin-spar aluminum frame and fully adjustable KYB suspension deliver controlled handling while braking comes from ABS-equipped** Brembo Monobloc brake calipers with dual, 310mm floating brake rotors.
- Led by a stacked mono-focus LED headlight assembly and bold, angular styling that includes MotoGP inspired winglets, the GSX-S1000's aggressive naked sportbike stance speaks of power and performance potential.

ENGINE OVERVIEW

The 2025 GSX-S1000 is propelled by a high-performance 999cc, four-stroke, DOHC, liquid-cooled, inline four-cylinder powerplant based upon Suzuki's championship-winning GSX-R engine architecture. Every aspect of its performance and durability has been refined over the prior generation GSX-S1000. Overall power output is increased and is stronger through the low- to mid-range engine speeds most used in daily riding. A broad, smooth torque curve delivers abundant power throughout the engine's operating range and particularly shines in the mid- to high-RPM range. Quicker than ever before, the GSX-S1000 also complies with worldwide emissions standards.

ENGINE

- The GSX-S1000's long-stroke GSX-R engine is refined to produce a broad, smooth torque curve through the full rev-range with increased peak horsepower.
 - The GSX-S1000 provides a predictable and controllable throttle response with abundant top-end power to provide the rider an exciting, responsive, and rewarding riding experience.
- The camshaft profiles have reduced lift and valve overlap to not only improve emissions but balance the engine's performance and drivability, enhancing rider control.
 - The valve springs are carefully calibrated to the camshafts to aid performance and improve durability.
- The cam chain tensioner and tension adjuster use special materials to reduce friction and improve durability.
- Suzuki's legendary Twin Swirl Combustion Chamber (TSCC) design is machined into the cylinder head that, with the flat-top pistons, achieves an optimal 12.2:1 compression ratio that helps deliver a broad spread of power throughout the entire rev range.
- Aluminum pistons, engineered with the use of Finite Element Method (FEM) analysis, are cast with optimal rigidity and weight.
 - Ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.
 - Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The matte, textured engine finish presents a strong image of quality while the casting design of the engine covers (clutch, stator, and drive sprocket) are updated over the prior generation parts with a new shape and finish.
- Electronic throttle bodies are used on the GSX-S1000, so engine response is smooth and controlled, especially when the rider is applying the throttle to accelerate out of a corner.
 - These Ride-by-Wire throttle bodies provide precise control for the Suzuki Drive Mode Selector (S-DMS), Traction Control* (TC), and Bi-directional Quick Shift system (QS).
 - Long-tip, 10-hole fuel injectors on each throttle body improve fuel atomization, while the ECM's automatic idle speed control improves cold starting and stabilizes the engine idle.

Continued...

2025

ENGINE CONT.

- The air cleaner has an internal structure that contributes to the GSX-S1000's increased engine performance while maintaining the exciting intake sound that the GSX-S1000 is renowned for.
 - The air cleaner's external shape was changed to accommodate the large capacity fuel tank.
- Retaining the under-chassis design, sharp looks, and exciting engine note of the prior generation's system, the GSX-S1000's stainless steel, 4-2-1 exhaust system was fully redesigned and tuned.
 - Behind the header pipes, the mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center-of-gravity, and good exhaust flow to help the engine deliver a strong low- to mid-range punch with an exciting rush to redline.
- The effective Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the sculpted muffler that has a pleasing appearance that is not common to under-chassis exhausts while creating an exciting, distinctive sound.
 - With the catalytic converters located in the mid-chamber, GSX-S1000 riders can fit an EPA or CARB-compliant silencer from suppliers such as Yoshimura R & D, USA.
- The digital ignition fires iridium-type spark plugs that increase spark strength and combustion efficiency, contributing to higher power, more linear throttle response, easier engine start-up, and a more stable idle. These quality components were designed to last longer than conventional spark plugs.
- The angular radiator shrouds efficiently guide cooling air to the high-capacity curved radiator.
 - A thermostatically controlled cooling fan helps ensure lower coolant temperatures when riding in slow moving traffic. The design also deflects warm air away from the rider at speed.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on certain GSX-R models).

TRANSMISSION, CLUTCH & DRIVE LINE OVERVIEW

Getting engine power to the road in a sure, controlled way is essential for a high-performance motorcycle. Suzuki arguably builds the best gearboxes in the industry, often referred to as the standard other manufacturers should aspire to. The transmission, clutch, and driveline of the GSX-S1000 continue that tradition and include a responsive and precise quick shift system that is considered the best system in motorcycling.

TRANSMISSION, CLUTCH & DRIVE LINE

- Like a GSX-R1000, the race-proven, six-speed, close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- The precise shift linkage helps the rider easily and quickly select the ideal gear for the riding conditions.
 - A unique shift position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions. This design creates an exceptionally positive feel at the shift lever on both upshifts and downshifts. This design is also less prone to damage on tip-overs. The transmission's gearshift cam, shift shaft, and clutch release cam were revised to support the function of this Bi-directional Quick Shift system.
- The latest generation of the Suzuki Clutch Assist System (SCAS) clutch is fitted to the GSX-S1000. More than ever before, the SCAS clutch increases plate pressure under acceleration, yet acts as a slipper clutch to smooth the engine response during engine braking and corner entry.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull that also has superb friction-point feel.
- The strong, 525 drive chain uses O-rings to preserve internal lubrication, so power is transmitted smoothly and quietly.

CHASSIS OVERVIEW

To achieve the right balance of performance, agility, stability, and controllability, Suzuki designers focused attention on every aspect of the GSX-S1000's chassis. Starting with the core structure of the aluminum twin-spar frame and swingarm, then moving to suspension settings and tires, and on to rider ergonomics, each facet of the GSX-S1000 chassis was studied and then refined. Suzuki's practical experience with sportbikes and its dedication to quality results in a harmonious relationship between the rider, chassis, engine, and the Suzuki Intelligent Ride System makes the GSX-S1000 agile and fun to ride.

CHASSIS

- Suzuki's proven, twin-spar aluminum frame helps to ensure nimble handling and great road-holding ability. The main spars are straight from the steering head to the swingarm pivot, which is ideal for achieving high rigidity and light weight.
- The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000. It is ruggedly braced and helps to ensure great road-holding ability, together with superbike looks.
- Connected to the swingarm is a link-type rear suspension, with a single shock absorber that features spring preload, and is seven-way adjustable with rebound damping force adjustment.
- The 43mm inverted KYB forks have adjustable compression and rebound damping, plus spring preload adjustment with a generous 120 mm (4.7 inches) of front wheel travel.
- Unique to GSX-S1000 models, the TRP six-spoke, lightweight, cast aluminum wheels look great and contribute to the bike's nimble handling and sporty performance.
- Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front, and a wide 190/50ZR17 at the rear) are custom-engineered to perform optimally on the GSX-S1000, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
- These wheels and tires work in harmony with refined front and rear suspension settings to help realize the great grip, stability, and nimble handling demanded for sporty performance, while also contributing to a comfortable ride.
- The dual front brakes have fully floating 310mm discs and Brembo Monobloc calipers with four 32mm opposed pistons.
- The front brakes are complemented by a 240mm rear disc brake with a Nissin single-piston caliper.
- Both the front and rear brakes are connected to a compact Anti-lock Brake System (ABS)** controller to help match stopping force to the available traction.
- The GSX-S1000 features an upright riding position for superior comfort and control. This reasonable sporty riding position is the result of a carefully crafted relationship between the handlebar, footrests, and seat.
 - The matte black tapered cast-aluminum handlebar contributes to the excellent riding ergonomics, with great vibration damping and performance-oriented style.
 - This handlebar is 23 mm (0.90 in.) wider than the prior generation model and is rotated slightly upward to raise the grip height in relation to the rider.
 - In addition to increased comfort and a more upright posture, these changes make it easier for the rider to steer the front end with less effort.
- The black finishes on the shifter, rear brake, and both hand levers match the performance nature of the motorcycle.
 - The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.

BODY & STYLING OVERVIEW

The GSX-S1000's naked design concept is "Razor Sharp and Ready to Strike". The goal is to visually express the potential of a motorcycle capable of superbike-level performance, and to convey the refinement and sophistication of a product designed to provide great controllability on any type of ride. Its sharp lines, radical headlight design, and slim front and rear sections highlight the muscular mid-section and combine to create an aggressive stance that speaks of power and performance potential.

BODY

- The GSX-S1000's fuel tank capacity is a generous 19 L (5.0 US Gal.) to reduce the frequency of gas stops while commuting or on long rides.
 - Prior generation GSX-S1000 fuel tank capacity was 17.0 L (4.5 US gal.).
- The front seat is designed for comfortable sport riding that includes a foam shape change to provide great support at the back of the seat while offering excellent freedom of movement for the rider.
 - Compared to the prior generation, the seat is lower, with a height of 810 mm (31.9 inches), and contributes to the sporty, yet upright riding position and aids rider confidence at stops.
 - Positioned on the motorcycle higher so the passenger can see over the rider's shoulder, the rear seat shape matches the GSX-S1000's angular styling but retains ample padding and a grab strap.
 - Both seats are covered in a rugged, weather-resistant material that provides a good balance between grip and smooth rider movement.

STYLING

- The bodywork displays a sense of athleticism and muscular strength.
 - The development of the bodywork is aimed at creating a strong, athletic sense of a well-built and capable street fighter.
- The styling is meant to convey an aggressive attitude.
 - The radical design of the stacked LED headlight assembly and its minimalist cowlings add sharp lines that are inspired by the latest stealth aircrafts.
 - The fuel tank side cowlings blend into the radiator shrouds that have angular winglets, reminiscent of the aerodynamic foils on Suzuki's World Champion MotoGP race bikes.
 - The bike's compact nose pairs with the short, compact muffler design and slim design of the tail section to establish a clean, agile look that accentuates the muscular appearance of the engine and fuel tank.
 - The result is a mass-forward image that emphasizes the GSX-S1000's aggressive stance and eagerness to perform.
- Straight, sharp lines emphasize a modern motorcycle of high quality.
 - Straight, sharp lines create a modern design with eye-catching appeal.
 - These accent lines and attention-to-detail, like the exposed metal finish of the front fork outer tubes and muffler, convey a look of high quality and premium status.
- The 2025 GSX-S1000 rolls out with two body color choices:
 - Metallic Matte Sword Silver (CSX): is a bright colorway for the GSX-S1000 and includes blue body panels and wheels for a stunning look.
 - Metallic Matte Black No. 2 (YKV): A new variation of basic black for 2025, Suzuki's popular glossy black finish covers the bodywork and is complemented by chassis components with both glossy- and matte-finish finishes.
- Forward-looking model logos and textured surfaces:
 - The understated SUZUKI logos on the fuel tank and the futuristic font for the model's name on the radiator shroud present a mature, sophisticated appearance.
 - Certain body panels use a textured pattern that is strategically applied to the sides of the frame so the rider's legs can better grip the chassis. This pattern also adds a joint appearance of quality and high-performance while enhancing the GSX-S1000's look of quality.
- The custom-designed ignition key sports the GSX-S logo and aims to instill pride of ownership.

2025

LIGHTING OVERVIEW

The GSX-S1000's unique, vertically stacked trio of position and headlights use brilliant LEDs to provide clear, bright illumination and an unmistakable visual impression. Arrow-shaped turn signals employ bright, amber LEDs for a strong visual impact. The GSX-S1000's trim and tapered tail section holds a flat-style LED combination light that promises to be a point of envy for your friends and riding companions.

LIGHTING

- A perfect complement to the GSX-S1000's razor-sharp styling, the compact vertically stacked LED headlight assembly is trim, tight with the front fork.
- Supplied by Koito®, the independent, polygon-shaped, high- and low-beam headlights feature Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- The dual hexagonal-shaped LED headlights are topped by a single LED position light that creates a clean face that is unlike any other motorcycle, making the GSX-S1000 clearly visible to pedestrians and other traffic. It is a light, nimble look that emphasizes the GSX-S1000's aggressive stance and eagerness to perform.
- Front LED turn signals in thin, arrow-shaped housings, extend outward from the steering mount and emphasize the extraordinary appearance of the vertically stacked headlights.
- The thin, arrow-like LED rear turn signals combine with a flat rear LED combination light to complement the stylish lines of the svelte tail section and match the bike's unique advanced styling.
- With lower electrical draw than conventional lighting, the LED headlights, position light, turn signals and taillight complement the GSX-S1000's sharp, angular styling while improving both visibility and durability.

2025

ELECTRICAL OVERVIEW

Supporting the LED lighting and the Suzuki Intelligent Ride System (S.I.R.S.), the GSX-S1000's charging system, advanced ECM, and lightning-fast CAN-style wiring harness help deliver responsive performance that is unmatched. Providing key information is a new, easy-to-read, full-color TFT instrument panel that features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light. Other features, like Suzuki's Easy Start System and Low RPM Assist systems deliver seamless operation and convenience to the rider.

ELECTRICAL

- The oil-cooled, three-phase charging system provides ample power for the GSX-S1000's maintenance-free battery and ride-enhancing electronics.
- Suzuki's Easy Start System requires just a simple touch of the starter button to fire up the engine (without pulling the clutch lever if the transmission is in neutral).
- The GSX-S1000's Computer Area Network (CAN) style wire harness functions as an interconnected information network, rather than using a more complex and slower conventional wiring harness.
 - The CAN-wiring system enables the motorcycle's various sensors and microcontrollers to communicate instantaneously with each other.
 - With fewer wires, CAN-wiring lets the GSX-S1000 be lighter and simpler and provides a way for the advanced components – like the electronic throttle bodies and Bi-directional quick shifter – to communicate faster with the ECM.
- A 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the GSX-S1000's electrical and S.I.R.S. components.
- The GSX-S1000's new instrument panel uses a full-color, 5-inch TFT LCD screen.
- This high-quality instrument panel is mounted in front of the handlebars, above the headlight cowl, for good visibility and protection from road debris. The TFT panel features a scratch-resistant surface and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light-level, or manually set to suit the rider's preference.
- The TFT panel provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 9,500 RPM redline.
 - The tachometer can be preset to flash at certain engine speeds, acting like a shift light (it can be set in 250 RPM increments within a range from 4,000 to 9,500 RPM).
 - To the left-center of the panel is a digital speedometer, quick-shift system status indicator, and gear position indicator. Directly below the speed display is a fuel level gauge.
 - The upper right portion of the panel displays the clock and S.I.R.S. feature information such as the Traction Control, and S-DMS settings.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, odometer, dual tripmeters, fuel consumption, and riding range.
 - The panel can display large pop-up alerts and warnings. These alerts include service reminders or advise of an operational issue.
- The main TFT panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- The GSX-S1000 is equipped with Suzuki's innovative multifunction handlebar switches that are laid out to maximize operating ease and efficiency.
 - The rider can use the TFT panel information and the mode/set switch on the left handlebar to change Suzuki Intelligent Ride System (S.I.R.S.) settings.
 - The right handlebar switch has a poly-function rocker switch that not only serves as a traditional engine stop- and start-button but also activates the Easy Start System.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) OVERVIEW

The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) lets GSX-S1000 riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. This makes the GSX-S1000 more controllable, more predictable, and more enjoyable on a spirited ride, on a longer trip, or around town, and it adds up to a more exciting, confident, and fun riding experience.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The **Suzuki Drive Mode Selector** (SDMS) provides the rider with a choice of three different engine power output modes. All three modes deliver maximum engine output but provide different throttle response and torque characteristics when accelerating.
 - These three modes (A, B, and C) provide the rider with a quick and effortless way to alter the GSX-S1000's power delivery characteristic to match his or her riding style or adjust to changing weather, road, and other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when hitting the throttle hard, such as when participating in track day events or enjoying a sporty run on clean, winding roads in pleasant weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features softer throttle response and a more linear power delivery curve as the rider opens the throttle. Settings are tuned to fit a wide range of riding styles and conditions and help make the bike controllable in everyday riding situations.
 - **Mode C (Comfort)** offers a softer throttle response and more gentle torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the left handlebar, the rider can change S-DMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.
- The advanced **Ride-by-Wire Electronic Throttle System** leverages the capability of the GSX-S1000's 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.
 - This precision allows the throttle body action to be tuned to best match each of the S-DMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether commuting or enjoying a sporty ride on a winding road.
- The five-mode **Suzuki Traction Control System** (STCS) continuously monitors front- and rear-wheel speed, engine RPM, throttle position, and gear position to adjust engine output to prevent undesired rear wheel spin, helping maintain traction and power delivery to the road.
 - Compared to the three-mode system on the prior generation GSX-S1000, this updated, five-mode version of STCS features a wider selection of sensitivity to accommodate a variety of riding conditions, plus rider experience and style. The system can also be turned off when preferred. The higher the mode number, the quicker STCS intervenes to limit rear wheel spin.
 - The STCS modes are displayed on the TFT instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon in the center of the instrument panel will illuminate and flash.
- The **Bi-directional Quick Shift System** (QS) allows the rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth upshifts QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear. The result of this hands-free, automatic blipping function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The Bi-directional QS works seamlessly in concert with SDMS to bring riders even greater riding enjoyment.
 - Performance of the GSX-S1000's SCAS-style assist & slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A unique shift position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- The **Suzuki Easy Start System** lets the rider start the motorcycle with a simple press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages, the instant the engine fires up.
- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, such as a solo seat cowl, meter visor (acts as a sport screen), billet clutch and brake levers, fuel tank and engine cover protectors, clip-on tank bags, plus a selection of GSX-S logo apparel.
- 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

GSX-S 1000

SPECIFICATIONS

ENGINE

Engine:	999cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	73.4 mm x 59.0 mm (2.890 in. x 2.323 in.)
Compression Ratio:	12.2:1
Fuel System:	Fuel injection with Ride-by-Wire electronic throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate SCAS type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK525GSH, 525 x 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo, 4-piston, twin disc, ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity:	19.0 L (5.0 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK CR9EIA-9 or DENSO IU27D Iridium-style
Headlight:	Stacked LED
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2115 mm (83.3 in.)
Overall Width:	810 mm (31.9 in.)
Overall Height:	1080 mm (42.5 in.)
Wheelbase:	1460 mm (57.5 in.)
Ground Clearance:	140 mm (5.5 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	214 kg (472 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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GSX-S1000GT

GSX-S1000GT+



OVERVIEW

The 2025 GSX-S1000GT+ redefines long-distance touring with sportbike DNA, combining exhilarating performance with next-level comfort. Its famed GSX-R1000-derived engine delivers effortless power across a wide range, enhanced by the Suzuki Intelligent Ride System (S.I.R.S.) delivering refined performance and convenience. Advanced rider aids include Smart Cruise Control, Bi-directional quick shifting, and adjustable traction control and power modes to ensure every ride is smooth and thrilling.

Designed for touring, the GT+ boasts integrated side cases, a lightweight aluminum frame, and adjustable KYB suspension for stability and comfort. The 5-inch TFT screen offers seamless connectivity via Suzuki mySPIN™, granting access to navigation, music, and communication. Whether you're carving mountain roads or covering miles with a passenger, the GSX-S1000GT+ delivers the perfect balance of sport and luxury in a breathtaking package.



Pearl Vigor Blue



Metallic Oort Gray No.3

2025

KEY FEATURES

- Ready to split the wind, the full fairing sets the standard for aerodynamics and rider wind protection in the sport touring category. The dual mono-focus LED headlights and the V shaped LED position light create a distinctive appearance and great illumination. With, or without the standard side cases in place, the GSX-S1000GT+ is the performance standard in the Grand Tourer category.
- For 2025, riders can select the new Pearl Vigor Blue or the sophisticated Metallic Oort Gray No. 3 bodywork – each featuring fresh identity logos for motorcycling's Grand Touring leader.
- The GSX-S1000GT+ features a large, 6.5-inch Thin Film Transistor, or TFT, panel that is easy to read in any light condition and features a format that makes it easy for the rider to adjust the bike's S.I.R.S. features. The panel also features Suzuki's mySPIN™ connectivity application that seamlessly links to a smartphone to provide easy access to contacts, maps, music, and phone communication.
- Worldwide emissions-compliant, the 999cc, GSX-R-based engine has increased peak power, with strong torque in the low- to mid-range that is smoothly controlled by Ride-by-Wire electronic throttle bodies, for a Grand Touring experience that is extraordinary.
- Upright ergonomics deliver superb control and comfort, while the twin-spar aluminum frame and fully adjustable KYB suspension deliver controlled handling. The ABS-equipped** Brembo Monobloc brake calipers grasp dual, 310mm stainless steel floating brake rotors.
- The Suzuki Clutch Assist System (SCAS) smooths shifting and engine braking, while the standard Bi-directional, Quick Shift system gives your clutch hand a rest.
- Right-hand comfort is increased with a revised Ride-by-Wire throttle system and the new-for-2025 Smart Cruise Control continues to operate when using the Bi-directional Quick Shift system's clutch-free shifting, making the GT easier to operate on long rides.
- The latest iteration of the Suzuki Intelligent Ride System (S.I.R.S.) includes the three-mode Suzuki Drive Mode Selector, the updated, five-mode Advanced Traction Control System*, Bi-directional Quick Shift System, and the popular Easy Start and Low RPM Assist systems.

ENGINE OVERVIEW

The GSX-S1000GT+ is propelled by a high-performance 999cc, four-stroke, DOHC, liquid-cooled, in-line four-cylinder powerplant based upon Suzuki's championship-winning GSX-R engine architecture. Every aspect of its performance and durability has been refined to deliver pure, reliable power. Compared to the prior generation GSX-S1000F, overall power output is increased and is stronger through the low- to mid-range engine speeds most used in daily riding. A broad, smooth torque curve delivers abundant power throughout the engine's operating range and particularly shines in the mid- to high-RPM range that benefits sport touring. Surprisingly quick with outstanding drivability, the GSX-S1000GT+ is planet-friendly by complying with worldwide emissions standards.

ENGINE

- The GSX-S1000GT+'s long-stroke GSX-R engine has been refined to produce a broad, smooth torque curve through the full rev-range, with increased peak horsepower.
 - The GSX-S1000GT+ provides predictable and controllable throttle response, with abundant top-end power to provide the rider an exciting riding experience.
- Compared to the prior generation GSX-S1000 engine, the GT's camshaft profiles decrease lift and valve overlap, not only to improve emissions, but balance the engine's performance and drivability, while enhancing rider control.
 - The valve springs are calibrated to the unique camshafts to aid performance and improve durability.
- The cam chain tensioner and tension adjuster were designed with select materials to reduce friction and improve durability.
- Suzuki's legendary Twin Swirl Combustion Chamber (TSCC) design is machined into the cylinder head that, with the flat-top pistons, achieves an optimal 12.2:1 compression ratio that helps deliver a broad spread of power throughout the entire rev range.
- Aluminum pistons, engineered with use of Finite Element Method (FEM) analysis, are cast for optimal rigidity and weight.
 - Ventilation holes between the cylinders reduce pumping loss within the crankcase so the engine can deliver more power and torque.
 - Suzuki Composite Electrochemical Material (SCEM)-plated cylinders integrated into the upper crankcase reduce friction and improve heat transfer and durability.
- The engine case finish presents a strong image of quality, while the design of the engine covers (clutch, stator, and drive sprocket) features a smooth shape and metal-like finish.

Continued...

ENGINE CONT.

- Electronic throttle bodies are employed on the GSX-S1000GT+, so engine response is smoother and more controlled, especially when the rider is applying the throttle to accelerate out of a corner.
 - These Ride-by-Wire throttle bodies provide precise control for the Suzuki Drive Mode Selector (SDMS), Traction Control (TC), Electronic Cruise Control (CC), and Bi-directional Quick Shift system (QS).
 - Long-tip, 10-hole fuel injectors on each throttle body improve fuel atomization, while the automatic Idle Speed Control (ISC) improves cold starting and stabilizes the engine idle.
 - Revised on the 2025 GSX-S1000GT+, the right handlebar switch case is changed to increase throttle grip free play which enhances throttle operation feel to the rider.
- The air cleaner's internal structure contributes to the GSX-S1000GT+'s strong engine performance while producing the exciting intake sound for which the GSX-S1000 is renowned.
 - The air cleaner's external shape was created to match the large capacity fuel tank (5.0 US gallons).
- The GSX-S1000GT+'s stainless steel, 4-2-1 exhaust system has a centralized mass, under-chassis design with sharp looks, and an exciting note.
 - Behind the header pipes, the mid-chamber contains a second catalytic converter to help ensure emissions compliance, a low center-of-gravity, and good exhaust flow to help the engine deliver a strong low- to mid-range punch, with an exciting rush to redline.
- A Suzuki Exhaust Tuning (SET) valve manages flow from the mid-chamber into the muffler, while the sculpted muffler has a pleasing appearance that is uncommon to under-chassis exhausts and creates an exciting, distinctive sound that will not overpower the rider and passenger's senses.
 - With catalytic converters located in the mid-chamber, GSX-S1000GT+ riders can fit an EPA or CARB-compliant silencer from suppliers such as Yoshimura R & D, USA.
- The digital ignition fires iridium-type spark plugs which increase spark strength and combustion efficiency, contributes to higher power, a more linear throttle response, easier engine start-up, and a more stable idle. These quality components also last longer than conventional spark plugs.
- The lower cowl and radiator shrouds efficiently guide cooling air to the high-capacity, curved radiator.
 - A thermostatically controlled cooling fan helps ensure lower coolant temperatures when riding in slow-moving traffic. The design also deflects warm air away from the rider at speed.
- Additional heat is removed from the engine via the use of a lightweight and compact liquid-cooled oil cooler (like those used on certain GSX-R models).

TRANSMISSION, CLUTCH & DRIVELINE OVERVIEW

Getting engine power to the road in a sure, controlled way is essential for a high-performance, sport-touring motorcycle. Suzuki arguably builds the best gearboxes in the industry, often referred to as “the standard other manufacturers should aspire to.” The transmission, clutch, and driveline of the GSX-S1000GT+ continue that tradition and include a responsive and precise quick-shift system, striving for the best level of performance in the sport touring category.

TRANSMISSION, CLUTCH & DRIVELINE

- Like a GSX-R1000, the GSX-S1000GT+'s race-proven, six-speed, close-ratio transmission features vertically staggered shafts to reduce overall engine length.
- The precise shift linkage helps the rider easily and quickly select the best gear for the riding conditions.
 - A rotary shift sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions. This design provides precise shifting feeling at the shift lever and, because of its location on the engine, reduces the chance of damage in a tip over.
 - The gearshift cam, shift shaft and clutch release cam were designed to support the function of the Bi-directional Quick Shift system.
- The latest version of the Suzuki Clutch Assist System (SCAS) clutch is fitted to the GSX-S1000GT+. More than ever before, the SCAS clutch increases plate pressure under acceleration, yet acts as a slipper clutch to smooth the engine response during engine braking and corner entry.
 - This large-diameter, wet, multi-plate clutch uses a precise, cable-activated release, providing the rider with a light pull and superb friction-point feel.
- The strong, 525 drive chain uses O-rings to preserve internal lubrication, so power is transmitted smoothly and quietly.

CHASSIS OVERVIEW

Because comfort is paramount to the GT riding experience, Suzuki designers worked to achieve the right balance of performance and comfort befitting a Grand Touring motorcycle. Attention was placed on every aspect of the GSX-S1000GT+'s chassis design. Starting with the core structure of the aluminum, twin-spar frame, and swingarm then moving to suspension settings and tires, and on to rider ergonomics, each facet of the GSX-S1000GT+'s chassis was studied and adjusted to sport-oriented touring use. Suzuki's experience with sport bikes and Adventure Sports Touring models, coupled with a dedication to quality, results in a harmonious relationship between the chassis, the engine, and the Suzuki Intelligent Ride System, making the GSX-S1000GT+ easy and enjoyable to ride, mile after mile.

CHASSIS

- Suzuki's proven, twin-spar aluminum frame helps to ensure nimble handling and great road-holding ability. The main spars are positioned straight from the steering head to the swingarm pivot, which promotes higher rigidity and lighter weight.
- The sturdy aluminum-alloy swingarm comes straight from the GSX-R1000 and is ruggedly braced, which helps ensure great road-holding ability while enhancing its contemporary superbike looks.
- Connected to the swingarm is a link-type rear suspension, with a single shock absorber that features a seven-way adjustable spring preload with rebound-damping force adjustment.
- The 43mm inverted KYB fork has adjustable compression and rebound damping, plus spring preload adjustment with a generous 120 mm (4.7 inches) of front wheel travel.
 - Like the fork and shock absorber fitted to the GSX-S1000 sports roadster, the suspension spring rates, and damping force setting are tuned specifically for the GSX-S1000GT+.
- Unique to GSX-S1000 models, the TRP six-spoke, lightweight, cast-aluminum wheels look great and contribute to the bike's nimble handling and sporty performance.
 - The Pearl Vigor Blue GSX-S1000GT+ features matching blue wheels while the Metallic Oort Gray No.3 bodywork is complemented by metallic gold wheels and trellis-style sub-frame.
- Like the tires fitted to the GSX-S1000 sports roadster, Dunlop's Roadsport 2 radial tires (120/70ZR17 at the front and a wide 190/50ZR17 at the rear) were custom-engineered to perform optimally on the GSX-S1000GT+, providing great grip in dry or wet conditions, faster warm-up, and long tread life.
- These wheels and tires work in harmony with revised front- and rear suspension settings to help realize the great grip, stability, and nimble handling demanded for sporty performance, while also contributing to a comfortable ride.
- The dual, front brakes use a pair Brembo Monobloc calipers, with four 32mm opposed pistons as a pair of fully floating 310mm stainless steel discs.
- The rear brake has a 240mm stainless steel disc with a Nissin single-piston caliper.
- The GSX-S1000GT+ is equipped with a compact Anti-lock Brake System (ABS)** to help match stopping force to the available traction.
- In contrast to the prior generation GSX-S1000F, the GSX-S1000GT+ features a more upright riding position for greater comfort and control.
 - This reasonable sport touring riding position is the result of a carefully crafted relationship between the handlebar, footrests, and seat.
 - This riding position helps the rider steer the motorcycle's front end with less effort.
- The matte black, tapered cast-aluminum handlebar contributes to the excellent riding ergonomics and performance-oriented style.
 - Securely clamped in a floating mount, the handlebar effectively damps vibration to the rider's hands.
 - This handlebar is 23 mm (0.90 in.) wider than the prior generation GSX-S1000F and is rotated slightly upward to raise the grip height in relation to the rider.
- The aluminum pegs of both the rider and passenger footrests are covered with vibration-absorbing rubber. This reduces the amount of vibration transmitted to the feet, which improves comfort, especially on long rides.
 - Both pairs of footrests are positioned lower reducing bend at the rider's and passenger's knees and ankles, further improving comfort.
 - The rear footrest location provides ample clearance for the passenger's legs when the side cases are installed.
- The rider and passenger seats have a sporty design that maximizes comfort on long rides. Both have a weather-resistant cover material that balances grip with freedom of movement.
 - The rider's seat shape further expands freedom of movement, while the pillion design maximizes passenger comfort and integrates well with the stylish grab bar design that does not intrude into the seat area.
- Stepped to provide an unobstructed view over the rider's shoulder, the passenger seat is set 2.3 in. (60 mm) higher than the rider's seat.
 - Rider seat height: 31.9 in. (810 cm); approximate passenger seat height 34.2 in. (870 cm)
- The black finish on the shifter, rear brake, and both hand levers match the performance nature of the motorcycle.
 - The front brake lever features a multi-step adjuster that permits quick adjustment of the lever's distance from the grip.

BODY & STYLING OVERVIEW

Smooth aerodynamics and wind protection are key in meeting the high-speed touring demands of a grand tourer, in terms of both dynamic performance and comfort. The GSX-S1000GT+'s front fairing, windscreen, and mirrors were meticulously designed to increase aerodynamic performance. This sculpted bodywork slices through the wind, while forming a unique style that gives the GSX-S1000GT+ a distinctive appearance. Refined by wind-tunnel development and practical testing, the GT+'s body provides both rider and passenger protection from the elements, as well as pride of ownership when parked.

BODY

- The shape of the upper and lower fairing effectively moves the wind flow away from the rider, reducing direct pressure on the rider's helmet, shoulders, and knees.
 - Wind tunnel testing and test-rider feedback yielded a special lower-fork bracket cover that extends up into the fairing to deflect airflow that would otherwise whirl up around the instrument panel and rider.
- The GSX-S1000GT+'s aerodynamic effectiveness arises from the windscreen that was developed to maximize wind protection to the rider and passenger, thus enhancing the Grand Touring experience.
 - Shaped and positioned so most riders see over the upper edge, the windscreen's wind tunnel-developed shape moves the airflow away from the rider.
 - Comfort is also increased by the folded edges of the windscreen which reduces airflow that would normally press against the rider's shoulders.
 - A measured amount of airflow under the windscreen creates a smooth envelope of air, benefitting the rider and passenger, both.
- An optional Touring Screen that is 2.75 in. (70 mm) taller than the standard screen fitted is available. This taller screen also arches forward, further reducing airflow to the rider and passenger.
 - The optional Touring Screen was developed alongside the standard screen, ensuring that its look and function properly integrate with the GSX-S1000GT+.
 - While large windscreens are typically hot stamped, this windscreen is injection molded, so its special shape could be realized with optimized optical quality.
- Aerodynamic performance and wind protection influenced the design of the fairing-mounted mirrors and mirror stalks. Head and stalks were shaped to streamline the flow of air across the mirrors, reducing the amount of wind that reaches the rider's hands.
 - The height and position of the mirrors were carefully set so riders can easily move their view from the road to the mirrors, or to the instrument panel.
- Designed with spacious storage capacity and the ability to clip on and off the motorcycle in seconds, the GT+'s standard, large-capacity side cases feature a compact design that integrates seamlessly with the motorcycle's sharp, futuristic styling.
 - With 25.7 L (0.9 cubic ft) of storage space and 5 kg (11 lbs.) weight capacity, each side case can hold most full-face helmets.
 - The side case locks accept the motorcycle's ignition key to open the luggage or disengage the quick-release mechanism.
 - The side case mounting hardware is black and unobtrusive, so when the side cases are not mounted, the mounting hardware does not detract from the motorcycle's sporty appearance.
- The GSX-S1000GT+'s fuel capacity is a generous 19 L (5.0 US Gal.) to reduce the frequency of gas stops while touring or commuting.

STYLING

- The styling goal of the GSX-S1000GT+ was to visually express the performance potential, comfort, and pleasure of this true grand touring motorcycle. At the same time, the GT's appearance is intended to convey the refinement and sophistication of a Suzuki motorcycle that offers advanced rider support tools like S.I.R.S. and mySPIN™.
- From designer concept to wind-tunnel tuning, the GSX-S1000GT+'s sharp lines, radical front face, and aerodynamic good looks all speak to the sporty soul of this GT machine.
 - The GT's striking face combines the protruding fairing nose with a pair of small diameter, horizontally arranged LED headlights to create the signature look for Suzuki's Grand Tourer.
 - The fairing includes a proper lower cowl that is styled and shaped to manage airflow through the radiator and deflect wind past the rider and passenger.
 - These front styling elements combine with the seat design, slim tail section, and short, compact muffler design to create a sleek and powerful image that emphasizes the GT's prowess as a performance motorcycle, built not only for speed but for extended comfort and riding enjoyment, as well.
- The standard side cases and the optional Touring Windscreen were styled at the same time as the base motorcycle, so when fitted, they present an integrated appearance.
- The 2025 GSX-S1000GT+ arrives with a pair of body color choices:
 - Pearl Vigor Blue (YKY): This bright, new colorway includes color matched wheels and side case garnish panels that help complete the GT's sharp, modern appearance.
 - Metallic Oort Gray No.3 (QEB): This sophisticated Suzuki scheme combines the gray bodywork with complementary gold wheels, outer fork tubes, and the exposed portions of the trellis-style sub-frame.
- The distinctively styled "GT" logos on the fairing sides lend an intelligent and sophisticated look that befits a grand tourer. Understated SUZUKI logos on the fuel tank also contribute to the sophisticated appearance.
- The custom-designed ignition key sports the special GT logo in gold lettering on its grip to add a luxurious touch and aims to instill pride of ownership in this premium model

LIGHTING OVERVIEW

The GSX-S1000GT+ brings a distinctive face to motorcycling, using LED technology to illuminate each lighting feature. Like the GSX-S1000 naked roadster, the GT employs small, but distinctive Mono-focus LED headlights. Set low in the nose of the fairing and below a V-shaped LED position light, the dual LED headlights provide clear, bright illumination in a unique shape, while arrow-shaped turn signals employ bright, amber LEDs for a strong visual impact. The GSX-S1000GT+'s tail section holds a trim LED combination light with a clear lens that signals the motorcycle's leading-edge status.

LIGHTING

- Matched well to the GSX-S1000GT+ aerodynamic styling, the compact, dual LED headlight assembly is set within the nose of the fairing.
- Supplied by Koito®, the independent, high- and low-beam headlights use Mono-focus LED technology that shines light directly through a convex lens to brightly illuminate the road.
- A wide, V-shaped LED position light is set into the brow of the front fairing above the dual hexagonal-shaped LED headlights, making the GSX-S1000GT+ clearly visible to pedestrians and other traffic. This configuration creates an illuminated face unlike any other motorcycle.
- Front LED turn signals within thin, arrow-shaped housings, extend outward from the middle fairing. The thin, arrow-like LED rear-turn signals combine with an LED combination light to complement the stylish lines of the trim tail section and match well to the bike's unique styling.
- With lower electrical draw than conventional lighting, the LED headlights, position light, turn signals and taillight compliment the GSX-S1000GT+'s wind-cheating body, while improving both visibility and durability.

2025

ELECTRICAL OVERVIEW

Supporting the LED lighting and the Suzuki Intelligent Ride System (S.I.R.S.) features, the GSX-S1000GT+'s charging system, advanced ECM, and lightning-fast CAN-style wire harness help deliver responsive performance no other sports tourer can match. Providing key information to the rider is a, easy-to-read Thin Film Transistor (TFT) Instrument Panel that brings Suzuki-exclusive mySPIN™ connectivity features to the GT.

ELECTRICAL

- The oil-cooled, three-phase charging system provides ample power for the GSX-S1000GT+'s maintenance-free battery and ride-enhancing electronics.
- Suzuki's Easy Start System requires just a simple touch of the starter button to fire up the engine (without pulling the clutch lever if the transmission is in neutral).
- Rather than using a more complex and slower conventional wiring harness, the GSX-S1000GT+'s Computer Area Network (CAN)-style wire harness functions as an interconnected information network.
 - The CAN-wiring system enables the motorcycle's various sensors and microcontrollers to communicate instantaneously with each other.
 - With fewer wires, CAN-wiring makes the GSX-S1000GT lighter and simpler while providing a way for the advanced components – like the TFT instrument panel, electronic throttle bodies and Bi-directional quick shifter – to communicate faster with the ECM.
- A powerful 32-bit ECM provides state-of-the-art engine management that contributes to the operation and optimization of the GSX-S1000GT+'s electrical and S.I.R.S. components.
- The GSX-S1000GT+ is equipped with Suzuki's innovative multifunction handlebar switches that are laid out to maximize operating ease and efficiency. A Local Interconnected Network (LIN) wire harness is used for fast and precise communication between the TFT LCD instrument panel and the handlebar switches.
 - The rider can use the TFT LCD panel information and the mode/select switch on the left handlebar to change Suzuki Intelligent Ride System (S.I.R.S.) settings.
 - The right handlebar switch has a poly-function rocker switch that serves as both the engine stop- and start-button that activates the Easy Start System. The switch also has a hazard flasher switch and Cruise Control button.
- The TFT LCD screen, ECM, and all other electronics on the GSX-S1000GT+ were rigorously evaluated in an anechoic chamber to help ensure they are not susceptible to magnetic interference from external sources.

TFT LCD MULT- INFORMATION DISPLAY

- Developed specifically for use on Suzuki motorcycles, the GSX-S1000GT+'s instrument panel uses a 6.5-inch, full-color TFT LCD screen.
- This high-quality instrument panel is set into the inner fairing above the handlebars, for good visibility and protection from road debris. The large TFT LCD panel, itself, features a scratch-resistant surface, and an anti-reflective coating that improves visibility in bright light.
- The brightness adjustable TFT display delivers a wide range of useful information, keeping the rider fully aware of all the bike's systems, settings, and real-time operating status; when connected to the rider's smartphone it can also display maps, incoming and outgoing phone calls, contacts, and music for even greater convenience, functionality, and fun.
 - The display can be set for manual or automatic switching between Day Mode (white background) and Night Mode (black background). The display's general brightness can be set to automatically adjust to the ambient light level, or manually set to suit the rider's preference.
 - The TFT LCD display uses GSX-S1000GT+ exclusive graphics, including blue background lines that add an extra artistic touch to help convey Suzuki's spirit and brand identity.
 - An additional feature of the TFT LCD screen is a brief custom animation that plays when the ignition key is switched on. This playful presentation is pleasing to the eye and builds excitement for the ride to come.
- The display format provides operational information in an easily recognizable way:
 - The left side of the panel has an analog tachometer animation with a sweeping red needle that accurately shows engine speed all the way up to the 11,750 RPM redline.
 - Near the center of the panel is a digital speedometer, and directly below the speed display is a fuel level gauge.
 - The right side of the panel is the rider interface for the S.I.R.S. features, such as the Traction Control or the Bi-directional Quick Shift System.
 - The upper portion of the right side of the TFT LCD panel displays status icons for the clock, smartphone battery level, and wireless connection status for smartphones and other rider and passenger Bluetooth devices.
 - Depending upon the rider's selection, the lower portion of the right side of the panel can display coolant temperature, ambient air temperature, odometer, dual tripmeters, fuel consumption, and riding range.
- Two secondary TFT LCD screens allow the rider to choose and adjust the settings on certain motorcycle and mySPIN™ features.
 - The MENU screen can access mySPIN™ connection options, trip information, service reminders, and general options.
 - The SETTING screen permits adjustments to the panel brightness, backlighting mode, SAE or metric measurement, date, and time adjustments, and more.
- The TFT LCD readouts include:
 - Speedometer (digital), RPM indicator (shift light), Tachometer (analog format), Transmission gear position, Fuel gauge, Coolant temperature, Ambient air temperature, Cruise control setting, SDMS mode, Traction control mode, Quick Shift (ON/OFF), Voltmeter, Clock (12-hour format), Odometer, Dual tripmeter, Average fuel consumption (Trip 1 & 2), Instant fuel consumption, Riding range (per fuel onboard), Smartphone battery level, Smartphone connection status, and Rider-passenger intercommunication status (Bluetooth®).
- The main TFT LCD panel is flanked by LED indicators, including:
 - Left-turn signal indicator, MIL (Malfunction Indication Lamp), neutral indicator light, master warning indicator, high-beam indicator light, right-turn signal indicator, TC (Traction Control) indicator, low oil pressure warning light, ABS indicator, and coolant temperature warning light.
- Located to the left of the instrument panel is a USB outlet that the rider can use to charge a smartphone or power other accessories, like a GPS for navigation.

SUZUKI mySPIN™ CONNECTIVITY OVERVIEW

The 6.5-inch TFT LCD multi-information display was developed to provide smartphone connectivity through the SUZUKI mySPIN™ application. While competitive models use systems originally developed for automobiles, the GSX-S1000GT+ adopts hardware and software designed specifically for motorcycle use. As such, SUZUKI mySPIN™ works seamlessly on the TFT LCD screen to enrich the functionality of smartphone connectivity. The GSX-S1000GT+'s smart cockpit blends riding and vehicle status updates, such as the speedometer and tachometer readouts, with pertinent information, communication, and entertainment from the rider's smartphone.

SUZUKI mySPIN™ CONNECTIVITY

- Available through the Apple App Store or Google Play, riders can install the free SUZUKI mySPIN™ app on their smartphone. Once installed, mySPIN™ provides an array of useful functions from five bundled applications specifically developed for motorcycle use.
- The mySPIN™ applications appear on the TFT LCD panel with similar fonts and display format to the motorcycle's systems, providing the rider a familiar appearance and intuitive operation of the updated left handlebar switch assembly. This familiarity will help when accessing features and content, or to change settings while riding.
- The mySPIN™ system applications include Contacts, Phone, Maps, Music, and Calendar.
 - **Contacts** – the system can access the contacts application on the smartphone and inform the rider who is calling. Calls can also be placed by selecting a contact from the list.
 - **Phone** – conveniently, the system can place phone calls, either dialed directly or from the contacts application, and can display the rider's call history, all without stopping the bike.
 - **Maps** – the rider can view his or her current location on the map without having to download any third-party map application or data. The Suzuki Map can search for destinations and get routing information, all while allowing the rider to easily navigate from screen to screen by using the switches on the left handlebar.
 - **Music** – the rider can use a Bluetooth® headset to listen to music from his or her smartphone's music library; the passenger can listen, as well, if they are wearing a Bluetooth® headset wirelessly connected to the system.
 - **Calendar** – the rider can display calendar entries from his or her smartphone on the TFT LCD screen, checking scheduled events and reminders.
- In the future, mySPIN™ will expand the menu of third-party applications that can add additional functions to the TFT LCD, such as navigation, weather information and more.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.) OVERVIEW

The advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) lets GSX-S1000GT+ riders optimize performance characteristics to best suit their riding style, level of experience, and riding conditions. By assisting the rider, S.I.R.S. helps keep the GT+ highly agile, controllable, and predictable. Riding effort is reduced, making the GT less tiring to operate, both when touring for long distances or during everyday riding. These advanced electronic aids directly benefit riders by instilling greater confidence, allowing them to concentrate on enjoying the ride and sharing the GT experience with their passengers.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- The **Suzuki Drive Mode Selector (SDMS)** provides the rider a choice of three different engine power output modes. All three modes deliver maximum engine output but provide different throttle response and torque characteristics when accelerating.
 - These three modes (A, B, and C) provide the rider a quick and effortless way to alter the GSX-S1000GT+'s power delivery characteristics to match his or her riding style or adjust to changing weather, road, or other conditions.
 - **Mode A (Active)** is for active, sporty use that delivers the sharpest throttle response as the rider opens the throttle. Mode A's torque characteristics are finely tuned to deliver exciting acceleration when opening the throttle aggressively, such as when participating in track-day events or enjoying a sporty run on clean, winding roads, in clear weather.
 - **Mode B (Basic)** is for general, all-around riding, as it features a softer throttle response and a more linear power delivery curve as the rider opens the throttle. Intended to be the ideal setting for touring, this mode aims to make the bike more controllable and instill confidence in the rider when accelerating and offers a good fit for a wide range of riding styles and road conditions.
 - **Mode C (Comfort)** offers a softer throttle response and gentler torque characteristics, with power increasing in a directly linear fashion as the throttle is opened. This mode is useful when riding on wet or slippery surfaces, or when the rider desires a relaxing, comfortable ride home after a long outing.
 - Using the mode and select switches on the left handlebar, the rider can change SDMS modes while riding. The mode settings are clearly displayed on the TFT LCD instrument panel.
- The five-mode **Suzuki Traction Control System (STCS)** continuously monitors front- and rear-wheel speed, engine RPM, throttle position, and gear position to adjust engine output to prevent undesired rear wheel spin, while helping maintain traction and power delivery to the road.
 - Compared to the three-mode system on the prior generation GSX-S1000F, this five-mode version of STCS features a wider selection of sensitivity to better accommodate a variety of riding conditions, styles, and rider experience. The system can also be turned off when preferred. The higher the mode number, the quicker STCS intervenes to limit rear-wheel spin.
 - The STCS modes are displayed on the TFT LCD instrument panel and can be changed on-the-fly, using the left handlebar switch. When the system is trimming power to prevent wheel spin, the TC icon LED on the right edge of the instrument panel will illuminate and flash.
- The advanced **Ride-by-Wire Electronic Throttle System** leverages the capability of the GSX-S1000GT+'s 32-bit ECM and CAN-style wire harness to precisely control engine output relative to throttle action.
 - This precision allows the throttle body action to be tuned to best match each of the SDMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether he or she is commuting or enjoying a sporty ride on a winding road.
 - Electronic control of the throttle valves helps produce smooth shifting when using the Bi-directional Quick Shift System and enables the Cruise Control to deliver precise speed control when engaged.
- The **Bi-directional Quick Shift System (QS)** allows the GSX-S1000GT+ rider to shift up or down quickly and easily, without operating the clutch or throttle.
 - To ensure smooth upshifts, QS automatically interrupts power delivery just long enough to produce smooth, almost uninterrupted acceleration. When decelerating, the system automatically opens the throttle valves just enough to increase rpm and match engine speed to the next-lower gear. The result is that this hands-free, automatic function combines seamlessly with engine braking to create a highly satisfying experience when downshifting.
 - The Bi-directional QS works seamlessly in concert with SDMS to bring riders even greater riding enjoyment.
 - Performance of the GSX-S1000GT+'s SACS-style, assist-and-slipper clutch ensures even smoother up- and down-shifts when using QS or manual clutch operation.
 - A unique, shift position sensor sends shifter movement data to the ECM, so the Bi-directional Quick Shift system precisely responds to the rider's actions.
- New on the 2025 GSX-S1000GT+ is **Smart Cruise Control (SCC)** 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 traveling at constant speed on highways.

Continued...

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

- The Smart Cruise Control permits the rider to shift up or down using the Bi-directional Quick Shift System without it canceling the cruise control. This makes the GT+ more comfortable, more convenient, and easier to operate on long rides by eliminating the need to reset cruise control after each shift.
 - The main cruise control button is on the right handlebar switch.
 - Cruise control can be set at speeds above 18 mph (30 km/h) when riding in second gear, or higher.
 - The chosen setting appears on the TFT LCD instrument screen in a distinct green font below the digital speedometer reading.
 - Once engaged, the cruising speed can be easily adjusted upward or downward using the (UP or DOWN) select switch on the left handlebar.
 - The handy "resume function" re-engages the system to smoothly accelerate to the most recent speed setting after canceling.
- The **Suzuki Easy Start System** lets the rider start the motorcycle with a simple press of the starter button. There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages, the instant the engine fires up.
- The **Low RPM Assist System** seamlessly increases engine speed to smooth the power delivery when launching from a standing start or riding at low speeds, which helps ensure better control and operation in stop-and-go traffic. The system also minimizes the possibility of the rider stalling the motorcycle during take-off.



ADDITIONAL

- A variety of Genuine Suzuki Accessories are available, with dozens that fit the GSX-S1000GT+.
- The accessory offerings include the taller Touring Windscreen, heated hand grips, billet clutch and brake levers, fuel tank, and engine cover protectors, clip-on tank bags, plus a unique selection of GT logo apparel.
- The GSX-S1000GT+ includes a 12-month, unlimited mileage limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The Traction Control System is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Neither can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

Suzuki mySPIN™ related disclaimers:

- Headsets sold separately.
- Smartphone screen images in Suzuki-authored documents were prepared using iOS 13.5, so they may differ visually when using a different OS or system version.
- App operation was confirmed under specific conditions. Depending on the OS and system version, some apps may not operate properly, or functions may be limited to ensure safe operation.
- Third-party apps are not under Suzuki's control, and Suzuki is not responsible for their content or privacy policies.
- Suzuki cannot guarantee the proper operation of third-party apps.
- Some third-party offerings are paid apps. Please confirm before installing new apps.
- Please refer to the respective terms of use when installing and using third-party apps.
- Some third-party apps may not be installable or may appear differently, depending on the country or region, or on the OS or system version.
- Apple and the Apple logo are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc., registered in the U.S. and other countries.
- iOS is a trademark or registered trademark of Cisco in the U.S. and other countries and is used under license.
- Google Play and the Google Play logo are trademarks of Google LLC.
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GSX-S 1000 GT

SPECIFICATIONS

ENGINE

Engine:	999cc, 4-stroke, liquid-cooled, 4-cylinder, DOHC
Bore x Stroke:	73.4 mm x 59.0 mm (2.890 in. x 2.323 in.)
Compression Ratio:	12.2:1
Fuel System:	Fuel injection with Ride-by-Wire electronic throttle bodies
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate SCAS type
Transmission:	6-speed constant mesh
Final Drive:	Chain, RK525GSH, 525 x 116 links

CHASSIS

Suspension, Front:	Inverted telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Brembo, 4-piston, twin disc, ABS-equipped
Brake, Rear:	Nissin, 1-piston, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	190/50ZR17M/C (73W), tubeless
Fuel Tank Capacity:	19.0 L (5.0 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Spark plugs:	NGK CR9EIA-9 or DENSO IU27D Iridium-style
Headlight:	Dual LED
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2140 mm (84.3 in.)
Overall Width:	825 mm (32.5 in.) <i>Dimension excludes mounted side cases</i>
Overall Height:	1215 mm (47.8 in.)
Wheelbase:	1460 mm (57.5 in.)
Ground Clearance:	140 mm (5.5 in.)
Seat Height:	810 mm (31.9 in.)
Curb Weight:	226 kg (498 lb.) <i>Dimension excludes mounted side cases</i>

WARRANTY

Warranty:	12-month unlimited mileage limited warranty <i>Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).</i>
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SV650/A

SV650 ABS



OVERVIEW

Suzuki riders struck motorcycling gold when the first SV650 debuted in 1999. Since then, this iconic motorcycle has seen continual improvements while still embodying the sporty personality that only a lively, mid-sized V-twin roadster can deliver. The 2025 SV650 ABS has a polished, dependable powerplant that provides surprising performance with low emissions and outstanding fuel economy, mounted in a trim and lightweight chassis that delivers a sporty, exciting ride.

The SV650 ABS's nimble chassis achieves exciting lean angles when cornering, with a pair of four-piston, ABS-equipped** Tokico brake calipers that grasp 290mm stainless-steel rotors up front. The 2025 SV650 ABS's Pearl Matte Shadow Green / Metallic Matte Black No.2 bodywork is draped upon a dark gold trellis frame that rolls upon matching dark gold, cast-aluminum wheels. This stunning look and style, combined with sparkling performance, delivers sportbike value that a broad range of riders will embrace.



Pearl Matte Shadow Green /
Metallic Matte Black No.2

2025

KEY FEATURES

- The 2025 SV650 ABS's trim and aesthetically pleasing Pearl Matte Shadow Green / Metallic Matte Black No.2 bodywork is mounted to a visually stunning, dark gold trellis-style frame.
- The SV650 ABS's liquid-cooled, 645cc, four-stroke, DOHC, 90-degree, V-twin engine has perfect primary balance, so it smoothly pulls with authority from idle up to the 10,000 rpm redline. This narrow engine is a primary contributor to the motorcycle's low weight and nimble chassis.
- An advanced EFI system includes Suzuki's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low speed running to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle. The muffler and its brushed stainless-steel cover are positioned to permit ample lean angles when cornering.
- Assembled around a tubular steel trellis-style frame, the SV650's characteristically slim V-twin body and streamlined seat design make it easy for riders to put their feet on the ground while stopped, and aids maneuvering while riding.
- Dual four-piston Tokico brake calipers up front grasp a pair of 290mm fully floating stainless-steel rotors. The compact Anti-lock Brake System (ABS)** matches the hydraulic brake force to the available traction.
- Suzuki's Easy Start System enables the rider to start the motorcycle with just a push of a button. A momentary press of the starter button signals the 32-bit ECM to operate the starter motor for a few seconds and then disengage when the engine starts. There is no need to pull in the clutch lever when the transmission is in neutral.
- Another Suzuki rider's aid is the Low RPM Assist feature that slightly opens the throttle automatically as the clutch is released to improve slow speed riding control that also reduces the chance of stalling the engine when pulling away from a stop.
- Styled well to match the SV's appearance, the full LCD instrument panel displays gear position, speedometer, tachometer, odometer, trip meter, clock, water temperature and fuel. The panel's backlight illumination is adjustable and can be set to the rider's preference.

ENGINE

- Class exclusive*, 645cc, DOHC, V-twin engine produces strong, torque-rich horsepower while conforming to the latest emission requirements.
- The engine's 90-degree L-twin configuration has perfect primary balance, so a heavy, power-robbing counter balancer is not needed.
- The energy-efficient engine has unique pistons that were engineered with the use of Finite Element Method (FEM) analysis to achieve optimal rigidity and weight.
- Each piston skirt has a special resin coating, and the other sliding parts are tinned for less friction and greater durability – a first for a Suzuki motorcycle.
- Suzuki's innovative L-shaped piston rings contribute to reduced blow-by gas, resulting in fewer emissions and greater combustion efficiency.
- Suzuki Composite Electrochemical Material (SCEM)-plated cylinders reduce friction and improve heat transfer and durability.
- Both cylinder heads feature Suzuki's original Dual Spark Technology for greater combustion efficiency, better fuel economy, and cleaner emissions.
- The fuel-injection system employs Suzuki's innovative Suzuki Dual Throttle Valve (SDTV) with 39mm throttle bodies. The secondary throttle valves are controlled by a servo motor for smooth power delivery and optimum combustion efficiency.
- Ten-hole, long-nose-type fuel injectors on each throttle body improve fuel atomization for better combustion efficiency while reducing fuel consumption.
- The EFI system employs O2 feedback and a precise intake pressure sensor for optimum combustion efficiency in various conditions and reduced emissions.
- Suzuki's patented Throttle-body Integrated Idle Speed Control (TI-ISC) eases starting, stabilizes the engine idle speed, and helps lower emissions. The system is compact and lightweight.
- The TI-ISC on the SV650 ABS incorporates Suzuki's Low RPM Assist feature that seamlessly adjusts engine speed during takeoff and low-speed running to smooth the power delivery and to help reduce the possibility of the rider stalling the motorcycle.
- The Engine Control Module (ECM) provides state-of-the-art engine management and has enhanced settings to suit the intake and exhaust systems, resulting in better fuel economy and linear throttle response.
- Advanced, transistorized ignition control programming helps maintain more precise spark timing to the four iridium, long-life spark plugs.
- The SV650 ABS also features Suzuki's Easy Start System that lets the rider start the motorcycle with a momentary press of the start switch without pulling in the clutch lever when the transmission is in neutral.
- The air cleaner case design has high capacity and routes crankcase breather gas from the engine cover to help increase engine power. The air intake funnels have staggered lengths to heighten mid-range torque.
- The exhaust system has a clean, functional appearance and lower weight. The 2-into-1 system has a catalyzer to further reduce emissions.
- The location of the muffler and its brushed stainless-steel cover allow ample lean angles when cornering.
- The high-efficiency radiator employs a large cooling fan for exceptional cooling capacity. To further control temperature, the engine is also fitted with a coolant-cooled oil cooler that is compact and lightweight.
- The close-ratio, six-speed transmission features carefully selected ratios that are equally well suited for commuting or spirited riding.
- The multi-plate clutch has precise push rod actuation of the pressure plate for a light pull and consistent release point.

CHASSIS

- The compact, lightweight chassis is covered with slim bodywork to create a bike that is agile and fun to ride on a variety of streets – such as city traffic, highway, rural roads, and winding roads.
- The ready-to-ride weight of the SV650 ABS is a low 437 pounds.
- The high-strength steel, trellis-style frame is key to the motorcycle's trim and intelligent dimensions. The seat height is just 785mm (30.9 inches) and is the lowest in the 600-800cc street bike class.
- The SV650 ABS's fuel tank is short and narrow but holds 3.8-gallon (14.5-liter) of gasoline.
- The slim fuel tank and seat joint aid the rider in touching the ground better at stops.
- The frame is mated to a steel, beam-type swingarm with a straightforward chain tension adjuster system.
- The 41mm conventional-style front fork has a generous 125 mm (4.9 inches) of wheel travel to provide a sporty but plush ride.
- Link-type rear shock unit has a 63mm (2.48-inch) stroke and is tuned for a superb progressive feel and to react efficiently to varied road conditions while still delivering an agile and stable feel.
- The rear shock's spring preload is seven-way adjustable so you can easily adjust for a passenger or cargo.
- The front brakes feature a pair of fully floating 290mm discs that are grasped by four-piston Tokico calipers. The compact Anti-lock Braking System (ABS)** ensures hydraulic brake pressure matches available traction.
- Five-spoke, cast aluminum alloy wheels are shod with lightweight, front, and rear Dunlop radial tires for sharp handling and good mileage.
- The Dunlop Road Smart III tires fitted to the SV650 ABS have great grip and all-around good tire performance.
- The compact and lightweight instrument panel is a full LCD display, eliminating motor and needle mechanics.
- The instrument panel has several features, including a tachometer, speedometer, odometer, dual trip meter, reserve trip meter, clock, coolant temperature/oil pressure indicator, ABS** alert, and gear position, plus fuel consumption and driving range data.
- Well-proportioned, tubular handlebars and mid-set foot controls create a sporting, yet ergonomically relaxed riding position.
- The tastefully designed, round-shaped headlight is a multi-reflector type with a 12V 60/55-watt halogen bulb.
- A bright, durable LED combination tail and brake light, plus front and rear amber-tinted turn signals, illuminate the riding route.
- Attention to rider comfort and confidence includes a carefully shaped seat with a high-grip cover and integrated cargo retention loops that can pull out from under the seat.
- The styling was conceived to express slim, lightweight design and to highlight the strength of the V-twin engine. The clean, neatly shaped body lines are aimed to be appealing to a wide range of riders.



ADDITIONAL

- Stylized Suzuki "S" 3D emblems on the fuel tank and the fork upper bracket denote the quality, sophistication, and performance legacy of the brand.
- A variety of Genuine Suzuki Accessories for SV owners are available, including a wide selection of Suzuki logo apparel.
- 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

* 600-800cc, street bike class.

** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.

SV650/A

SPECIFICATIONS

ENGINE

Engine:	645cc, 4-stroke, liquid-cooled, DOHC, 90° V-twin
Bore x Stroke:	81.0 mm x 62.6 mm (3.2 in. x 2.5 in.)
Compression Ratio:	11.2:1
Fuel System:	Fuel injection with SDTV
Starter:	Electric
Lubrication:	Wet sump

DRIVETRAIN

Clutch:	Wet, multi-plate type
Transmission:	6-speed constant mesh
Final Drive:	Chain, DID 520V0, 112 links

CHASSIS

Suspension, Front:	Telescopic, coil spring, oil damped
Suspension, Rear:	Link type, single shock, coil spring, oil damped
Brake, Front:	Dual, 4-piston calipers, twin disc, ABS-equipped
Brake, Rear:	Single, 1-piston caliper, single disc, ABS-equipped
Tire, Front:	120/70ZR17M/C (58W), tubeless
Tire, Rear:	160/60ZR17M/C (69W), tubeless
Fuel Tank Capacity:	14.5 L (3.8 US gal.)

ELECTRICAL

Ignition:	Electronic ignition (transistorized)
Headlight:	12V, 60/55W (H4)
Tail Light:	LED

DIMENSIONS

Overall Length:	2140 mm (84.3 in.)
Overall Width:	760 mm (29.9 in.)
Overall Height:	1090 mm (42.9 in.)
Wheelbase:	1445 mm (56.9 in.)
Ground Clearance:	135 mm (5.3 in.)
Seat Height:	785 mm (30.9 in.)
Curb Weight:	198 kg (437.0 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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DR-Z 4SM

DR-Z4SM



OVERVIEW

With the introduction of the DR-Z400SM in 2005, Suzuki expanded its lineup to include a new street-tuned offering that was fun to ride and ready to take on any street or SuperMoto track. Based upon the established and reliable DR-Z400S dual sport and propelled by the same powerful, torque-rich liquid-cooled DOHC, 398cc 4-stroke engine in a light, agile chassis with beefy sportbike tires, the DR-Z400SM SuperMoto soon had a multitude of fans from a variety of rider demographics.

As it was with DR-Z400S dual sport fans, the DR-Z400SM SuperMoto fans wanted their motorcycle to maintain its character and performance but gain new Suzuki technology and features. Suzuki complied with a new, modern SuperMoto that tapped into the DR-Z legacy; the 2025 DR-Z4SM.

Done in conjunction with the DR-Z4S dual sport, the development of the DR-Z4SM SuperMoto included changes so the motorcycle could comply with worldwide emissions, sound, fuel economy, and brake system regulations. Suzuki's development team accomplished these goals while retaining key features, performance, and the playful character of the DR-Z400SM.

Another goal was to boost the SuperMoto's appeal and capability by adding the popular Suzuki Intelligent Ride System (S.I.R.S.) suite of advanced electronic rider assist systems. These include Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS), and an ABS** (anti-lock braking system) that can switch off

Continued...



Sky Gray



Solid Special White No. 2

OVERVIEW CONT.

the rear wheel's ABS function off to match the rider's preferences for riding on unpaved roads and closed-course tracks.

To increase performance, Suzuki thoroughly revised the engine, designed a new twin-spar frame and swingarm, fitted all new KYB-supplied, fully adjustable suspension, mounted 17-inch Dunlop radial tires to wide, spoke-style wheels, and studied and revised every component and system to maximize performance, efficiency, and visual appeal. Superior build quality was accomplished through modern styling, LED lighting all around, and a full LCD instrument panel which still retains rider-favorite features.

On the styling front, Suzuki designers wanted the look of the DR-Z4SM to represent performance and convey the impression that this motorcycle was a highly capable SuperMoto. Sharp lines and flush bodywork hugging the chassis tightly create a slim profile that appeals to riders with aggressive flair. It is a thoroughly modern interpretation that indicates the future direction of Suzuki's dual sport and SuperMoto motorcycle design.

Like the DR-Z4S, the DR-Z4SM is a superb result of this careful study and design. The DR-Z4SM performs brilliantly and provides an exhilarating ride when riding around town, out on twisty canyon roads, or spinning laps on a SuperMoto track. It is the realization of an exciting package of performance, handling ease and fun that magnificently continues the DR-Z400SM SuperMoto legacy.

KEY FEATURES

- Fully revised, the DR-Z4SM's engine complies with the latest emissions, sound, and fuel consumption regulations, while delivering the same proven, satisfying level of performance. New higher-lift camshafts with reduced overlap press upon new titanium intake valves and advanced-design hollow sodium-filled exhaust valves with higher rate springs to deliver precise valve timing that results in smooth and linear engine performance.
- Now equipped with Electronic Fuel Injection, the DR-Z4SM's engine is fed through an electronically controlled (*Ride-by-Wire*) throttle body with a 42 mm bore and a 10-hole injector that maximizes fuel atomization for better combustion efficiency and lower fuel consumption. The DR-Z4SM's evolution to fuel injection significantly improves engine response, idle speed control and peak power output, while also contributing to easier starts.
- The new slim exhaust system has large-diameter, stainless steel head- and mid-pipes, plus a double wall silencer design to reduce heat transfer to the rider or passenger. The left side body cover has a quick-release fastener on the new air cleaner box, retaining the popular, easy access to the air filter element.
- New to a Suzuki SuperMoto model, the Suzuki Intelligent Ride System (S.I.R.S.) helps DR-Z4SM riders optimize performance characteristics to suit their riding style, their experience level, and the riding conditions. The S.I.R.S. suite includes the three-mode Suzuki Drive Mode Selector (SDMS), the four-mode Suzuki Traction Control System* (STCS) that includes a G (Gravel) mode for unpaved surfaces, the ABS** (Antilock Brake System) has a switchable ABS Rear OFF mode for off-road or closed-course use, and the Suzuki Easy Start system that automatically starts the engine with a momentary press of a button.
- The DR-Z4SM builds upon the reliable chassis reputation of the prior generation DR-Z400SM with a new twin-spar frame and KYB-supplied suspension. The engine resides within the spars, furthering chassis rigidity while the direct connection the spars provide from the steering head to the swingarm pivot enhance the DR-Z4SM's steering characteristics.
- The new, adjustable KYB inverted front fork and rear suspension are easy to tune while the new, Dunlop SPORTMAX Q5A sportbike tires (17 in. front and rear) provide optimum traction on road with SuperMoto track potential. A large 310 mm front brake rotor and dual piston caliper plus a 240 mm rear brake disc and single piston caliper are connected to a compact, lightweight ABS unit to match stopping force with available traction.
- The DR-Z4SM provides the rider an ergonomically sound and relaxed cockpit with new tapered aluminum handlebars with half-waffle grips, wide rider pegs with removable, vibration-damping rubber inserts, and a new seat with shape and foam optimized for comfort. The new compact, light-weight fuel tank retains prior DR-Z400SM capacity of 2.3 US gal. (8.7 L).
- The DR-Z4SM's new LCD instrument panel features a straightforward, legible display that supplies critical real-time operating information and reminds the rider of the S.I.R.S. systems settings. Popular features like twin trip meters and joined by a new fuel level indicator. All of the DR-Z4SM's lighting is low-draw LED type, including the new bifunction LED headlight that incorporates both the high- and low-beam functions into one, bright projector module. The magneto (stator and rotor) have been redesigned to increase output efficiency to ensure adequate power for the fuel injection and electric start systems.
- Minimalistic and sleek, the off-road inspired styling intentionally exposes key components that visually confirm that the DR-Z4SM is an extremely capable SuperMoto motorcycle. The bodywork's emphasis on sharp, flat lines visually announce a new era in Suzuki's SuperMoto bike design. Riders can choose either the Sky Gray bodywork or the bright Solid Special White No. 2 plastics that contrast well with the many blacked-out chassis components.

ENGINE

- The DR-Z4SM is powered by a thoroughly updated 398cc single-cylinder four-valve DOHC engine that delivers a smooth, controllable spread of torque from low RPM up through peak power.
- The redesigned cylinder head has optimized shapes for the intake port, intake valve boundary, and a smooth, flat combustion chamber that produces better combustion to provide consistent power under low loads with strong power output under heavier loads.
- The DOHC cylinder head contains a pair of lightweight titanium intake valves and a pair of hollow, sodium filled exhaust valves that help maximize combustion efficiency and performance.
- Like a GSX-R, the DR-Z4SM's shim-under-bucket valve adjustment system has long service intervals.
- New camshaft profiles have increased intake lift and optimized valve overlap, contributing to both improved engine performance and world-wide emissions compliance.
- The valve spring rates have been increased to match the increased intake valve lift.
- The DR-Z4SM's cylinder head features Suzuki's Dual Spark Technology, utilizing two iridium spark plugs, for heightened spark strength and longevity. This also improves combustion efficiency at low engine speeds, smoother power delivery, easier engine start-up, and a more consistent idle.
- Optimization of the new piston's ovality and skirt shape has achieved both a reduction in mechanical loss and smoother, quieter engine operation.
- The Suzuki Composite Electrochemical Materials (SCEM) cylinder is durable and lightweight and provides superior heat transfer.
- The combination of new piston and crankcase designs reduces mechanical loss by up to 20%. This contributes to smoother engine operation, increased power output right up to the rev limit, and improved fuel economy.
- Carried over from the DR-Z400SM to the DR-Z4SM is the dry sump lubrication system, which contributes to a compact engine design that provides ample ground clearance and a low center of gravity.
- The crankcase has been refined to reduce horsepower-robbing pumping loss and oil agitation.
- Changes were made to the engine's crankcase, cylinder head and other components for optimal mounting into the new, twin-spar frame. The engine covers were also redesigned for durability while presenting a modern appearance.
- Now equipped with Electronic Fuel Injection, the engine is fed through an electronically controlled throttle body with a 42 mm bore and a 10-hole injector that maximizes fuel atomization for better combustion efficiency and lower fuel consumption.
- This new *Ride-by-Wire* intake system helps achieve a good balance between idle speed control and peak power output, while also contributing to emission standards compliance.
- The new fuel injection system features easier starts, especially when the engine is cold, and continually monitors throttle position/engine speed and adjusts ignition timing to maintain efficient combustion.
- By achieving an ideal fuel-air ratio, the engine provides good response as the rider opens the throttle.
- Another benefit of the precise *Ride-by-Wire* operation is that it helps customize the engine's output through the Suzuki Intelligent Ride System's (S.I.R.S.) Suzuki Drive Mode Selector (SDMS) feature that allows the rider to tune the engine's power delivery characteristics to the conditions and riding style.
- Every aspect of the new air cleaner box design was studied and updated, including its capacity and outlet shape, to improve intake air flow. The length of the inlet tube and the diameter of its mouth were designed to achieve balance between intake air sound and the engine's power delivery to generate sharp throttle response and powerful low-speed torque.
- The left side body cover has a quick-release fastener, and swings open like a door, retaining the popular, easy access to the air filter element.
- The new exhaust system features a double-wall silencer design that helps protect the rider's legs from extreme heat, also contributing to the DR-Z4SM's slim body profile.
- The high-flow, large diameter head pipe, mid-section and exhaust silencer are constructed of stainless steel, which enhances style and appearance of quality.
- The use of a PAIR (air supply) system to the exhaust helps the motorcycle achieve emissions compliance without affecting performance.
- Simple electric starting via a lightweight starter motor with an automatic mechanical decompression system.
- A larger, thermostatically controlled cooling fan mounted to the left radiator helps maintain a consistent operating temperature.
- The magneto (stator and rotor) have been redesigned to increase power generation efficiency.

DRIVE LINE

- The revised, compact, five-speed transmission utilizes a cable-operated clutch with a separate outer cover for simplified clutch maintenance.
- Most of the gears and shafts in the transmission were updated to reduce oil windage (drag) and to increase strength. Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.
- Riding on durable steel sprockets, a strong O-ring style drive chain contains lubrication pre-packed between the pins and rollers for quiet, reliable operation.
- The transmission's output is managed by the Suzuki Clutch Assist System (SCAS). This system works like a slipper clutch by allowing a small amount of clutch slip under deceleration for smoother downshifts. The SCAS also works as an assist clutch, increasing plate pressure under acceleration, but always keeps the clutch lever's pull light and precise.
 - This large-diameter, wet, multi-plate clutch uses a precise cable-activated release, providing the rider with a light pull and a superb friction-point feel.

SUZUKI INTELLIGENT RIDE SYSTEM (S.I.R.S.)

- New to a Suzuki SuperMoto model, the advanced electronic systems of the Suzuki Intelligent Ride System (S.I.R.S.) help DR-Z4SM riders optimize performance characteristics to best suit their riding style, their level of experience, and riding conditions. This helps make the DR-Z4SM more predictable, and enjoyable during a spirited run on a paved road or commuting around town. Always ready to support the rider, S.I.R.S. always helps deliver a more exciting, confident, and fun riding experience.
 - The DR-4SM's S.I.R.S. suite includes the Suzuki Drive Mode Selector (SDMS), the Suzuki Traction Control System* (STCS), the ABS** (Antilock Brake System) with switchable Rear ABS OFF mode, and the Suzuki Easy Start system for accurate and convenient motorcycle operation.
- **Suzuki Drive Mode Selector (SDMS)**
 - Delivering a sense of control and comfort, SDMS provides the DR-Z4SM rider with a choice of three different engine power output modes. Working in concert with the Traction Control System*, SDMS permits peak power in each mode while changing the nature of the power delivery.
 - These three modes (A, B, and C) provide the rider with a quick and effortless way to alter the DR-Z4SM's power delivery characteristics to match his or her riding style or adjust to changing weather, road surface, or other conditions.
 - **Mode A (Active)** provides the sharpest response as the throttle is opened. Tuned to deliver exciting acceleration and fully leverage the engine's power, mode A is well suited for enjoying aggressive runs on good surfaces.
 - **Mode B (Basic)** is for general, all-around riding, as it features a more linear curve with softer throttle response. The aim is to deliver a satisfying balance of settings that make a good fit for a broad range of riding styles and surface conditions, and to help control engine power in everyday riding situations.
 - **Mode C (Comfort)** aims to prioritize comfort by offering the softer throttle response and more gentle torque characteristics. This setting is a good choice when riding on loose or otherwise slippery surfaces. when the rider desires a relaxing, comfortable ride.
 - Using the mode and select switches on the new, left-hand handlebar switch assembly, the rider can change SDMS modes while riding. The mode settings are clearly displayed on the LCD instrument panel.
- **Suzuki Traction Control System (STCS)***
 - The four-mode STCS on the DR-Z4SM lets the rider control the throttle with more confidence by limiting rear wheel spin in a variety of riding conditions.
 - STCS continuously monitors front and rear wheel speeds, throttle opening, engine speed, and transmission gear. It quickly reduces engine output when it detects wheel spin by retarding the ignition timing and limiting the throttle opening.
 - The rider can select one of four modes (1, 2, G, and OFF). The three active modes (1, 2, and G) differ in terms of rear wheel spin sensitivity.
 - **Mode 1** is the lowest sensitivity - it allows a certain degree of rear wheel spin and is best suited for good road conditions.
 - **Mode 2** is the highest sensitivity level - the system engages traction control sooner than Mode 1, helping to virtually eliminate wheel spin, and is well-suited for poor or slippery road conditions, like wet and cold surfaces.
 - **G (Gravel)** mode was developed to provide good off-road performance by retarding ignition timing and momentarily reducing the throttle opening while allowing a certain amount of rear wheel slip (when activated when riding on unpaved surfaces).
 - In **G mode** the intervention timing is set slower than the system's two standard modes, and the maximum level of intervention is set lower. This setting provides the right balance between preventing excessive wheel spin on slippery surfaces and minimizing power loss on surfaces with traction.
 - In **G mode** the DR-Z4SM is easier to ride on loose surface conditions, with both flat and undulating terrain. More forgiving of the rider's throttle action, G mode instills confidence in riders of all skill levels when riding out of a ravine with limited surface and rear tire traction.
 - **OFF** disengages all traction control features - the rider has sole control of the engine's throttle and any resulting rear wheel spin.
 - The STCS modes are displayed on the LCD instrument panel and can be changed on-the-fly, using the left handlebar switches. When the system is trimming power to prevent wheel spin, the TC icon on the instrument panel will illuminate and flash.

Continued...

SUZUKI INTELLIGENT RIDE SYSTEM CONT.

• Antilock Brake System**

- The DR-Z4SM is equipped with a compact, yet effective Bosch-supplied ABS control unit that adjusts the brakes' stopping force to match the available traction.
- The DR-Z4SM's ABS system has a Rear ABS OFF mode that will deactivate the ABS function for rear wheel.
 - The ABS setting is clearly visible on the LCD instrument panel and can be easily changed using the left handlebar switches.

• Ride-by-Wire Electronic Throttle System

- The electronic throttle system uses the capability of the DR-Z4SM's new ECM to convert throttle grip movement and sensor input into instantaneous and precise throttle plate movement in the 42 mm throttle body.
- This system also tunes throttle body action to best match each of the SDMS modes. The result is a controllable, linear power delivery that responds faithfully to the rider's intentions, whether enjoying a sporty ride on a winding road or commuting on city streets.

• The Suzuki Easy Start System

- Used for the first time on an electric start Suzuki SuperMoto model, the Easy Start system allows the rider to easily start the engine with a single, momentary press of the starter button.
 - There is no need to hold down the starter button until the engine starts.
 - There is no need to pull in the clutch lever when the transmission is in neutral, and the starter motor automatically disengages the instant the engine starts.

CHASSIS

- The DR-Z4SM continues the precise, nimble handling, and easy maneuverability reputation of the prior generation DR-Z400SM. It builds upon this reputation with a new twin-spar frame and KYB-supplied suspension.
- The engine resides in the center of the spars benefitting chassis rigidity while the direct connection the spars provide from the steering head to the swingarm pivot greatly enhance the DR-Z4SM's handling characteristics.
- The twin-spar frame is formed from steel pipe that makes it rigid, strong, and supple enough to manage rough surfaces. It also absorbs shocks to reduce their effects upon the rider, and ideal training for a very off-road capable dual sport motorcycle.
- This trim frame combines cast components with thin chrome-moly steel tubes for exceptional torsional rigidity with minimal weight.
 - The frame's front down tube, and steering head gussets form the dry-sump engine's oil tank.
- The new, bolt-on aluminum sub-frame is comprised of cast and square tubing for low weight and excellent strength.
- These essential frame and sub-frame attributes provide the DR-Z4SM good weight carrying capability while simplifying maintenance.
- The new frame and sub-frame provide a similar, ergonomically-sound riding position as the outgoing DR-Z400SM.
 - The new large diameter tapered aluminum handlebar's grip position is set in the same height as the DR-Z400SM but are 0.78 in. (20 mm) farther from the rider, while the new, wider rider's pegs are set at the same height but are 0.70 in. (18 mm) farther back. The DR-Z400SM's seat height of 35.0 in. (890 mm) is retained on the DR-Z4SM.
- The new seat has an optimized width with carefully selected foam to improve comfort, plus an exceptionally durable seat cover.
- Light, strong and flexible to help damp vibration to the rider, the large new diameter tapered aluminum handlebars provide a good grip position.
 - The handlebar grips were changed from a full waffle to a half-waffle design to better distribute pressure across the palms while making and makes the grips easier to hold and control.
- New, wider rider footpeg provide good grip to the rider's boots.
 - The footpegs' vibration damping rubber inserts can be removed for even better grip, which is helpful in slippery conditions.
- The fuel tank is a new, flush lightweight design where the side covers (radiator shrouds) cover both sides (fuel capacity is 2.3 US gal. (8.7 L)).
- Supplied by KYB with 10.2 in. (260 mm) of stroke, the new inverted cartridge-style fork has adjustable compression and rebound damping force for smooth performance on all types of roads.
- The new, rear KYB shock absorber has 10.9 in. (277 mm) of rear wheel travel with spring preload plus both compression and rebound damping force adjustments, and connects to a new, lightweight aluminum swingarm through a progressive linkage system.
- The new frame and fork yield rake and trail specifications of 26.5°/95 mm (3.74 in.), delivering a balance of nimble handling and straight-line performance.

Continued...

CHASSIS CONT.

- Spoke-style 17-inch front and rear wheels with blacked-out aluminum rims are fitted with Dunlop SPORTMAX Q5A sportbike tires that provide superb on-road performance and optimal Supermotard track potential.
 - Both front and rear tires use a silica compound, which provides both dry and wet grip, as well as excellent reinforcement for longer life.
 - These performance street tires feature an internal construction and profile that is engineered exclusively for the DR-Z4SM.
 - Front wheel rim 17 M/C x MT 3.50 with a 120/70R17M/C tire.
 - Rear wheel rim 17 M/C x MT 4.50 with a 140/70R17M/C tire.
- The aluminum under cover is standard equipment that help protects the bottom of the engine.
- The front wheel uses a NISSIN-supplied, dual piston, sliding pin, axially mounted caliper that grasps a 310 mm (O.D.) stainless steel brake rotor.
- The rear wheel uses an axially mounted, single piston caliper with a 240 mm brake rotor that is also constructed of stainless steel for good heat dissipation and durability.
 - The DR-Z4SM is fitted with axial mounted calipers because of their resistance to vibration when riding over rough terrain.
- New to the DR-Z family of motorcycles is an Anti-lock Brake System (ABS)** that helps make sure the braking force matches the available traction at the tire.
 - The ABS Control Unit is a compact, lightweight design.

ELECTRICAL

- The DR-Z4SM has a newly designed LCD instrument panel that is light and compact, with a straightforward, legible display. This panel not only supplies critical real-time operating status information, but also keeps the rider aware of the settings for the bike's respective systems.
 - The LCD readouts include a speedometer, odometer, dual trip meters, gear position indicator, voltmeter, SDMS mode, Traction Control mode, average and current (instant) fuel consumption readout, fuel level bar, and clock.
 - Around the perimeter of the panel are LED illuminated icons that include a turn signal indicator, MIL (Malfunction Indicator Lamp) indicator, a master warning indicator, a low voltage indicator, coolant temperature warning light, ABS function indicator, neutral indicator light, ABS warning indicator, Traction Control indicator, and high beam indicator.
- The new bifunction LED headlight is a unique design that incorporates both the high- and low-beam functions into one, bright projector module. Light, compact and durable, this new headlight has low electrical draw and is set into the front cowl.
- All of the DR-Z4SM's lighting is new, low-draw LED type, including the turn signals (white lenses with amber illumination), the tail light, and license plate illumination light.
- The magneto (stator and rotor) have been redesigned to increase power generation efficiency to ensure adequate power for the new fuel injection system and other updated electrical features.
- The proven electric start system provides convenient operation and features a lightweight starter motor and a compact, maintenance-free battery.
- The DR-Z4SM has new handlebar switch assemblies developed expressly for this model and its capabilities. Designed for an ease of operation and efficiency, this ergonomic switch layout frees the rider to concentrate on the road or trail ahead.
 - The left handlebar switch layout makes selecting modes and changing settings for each of the advanced electronic rider assist systems simple and intuitive. Operating the MODE and UP/DOWN switches, (which recognize long and short presses) makes personalizing the S.I.R.S. settings simple and quick.
 - The right handlebar switch features a new, polyfunctional switch that incorporates the RUN and OFF functions and momentary press to activate the Suzuki Easy Start system.

STYLING

- The new DR-Z4SM marks a step forward in SuperMoto styling, with a new design that emphasizes the model's agile performance and future direction.
 - The bodywork smoothly fits together, creating a "linear connection" from front to rear, through a bold horizontal line that flows from the front fender through to the tail.
- The shape of new mirrors feature a parallelogram design that matches the DR-Z4SM's styling while improving the rear view for the rider.
- The DR-Z4SM's new bodywork features Solid Special White No. 2 or Sky Gray bodywork with modern graphics.
 - The "DR-Z" and "SM" decals on each side of the radiator shrouds are modern and subtle.
 - Following the horizontal line along the shrouds, these decals feature a multicolor gradation below the lettering conveys the DR-Z4SM's modern image.
 - A stylized, embossed "Suzuki S" emblem is embossed in the new, numberplate-like front shroud.



ADDITIONAL

- Suzuki Genuine Accessories provide riders a fun and practical way to customize and personalize their DR-Z4SM.
 - These accessories include a handlebar-mounted DC power socket, a low-profile seat, Front and rear frame sliders, cargo rack, front and rear brake disc guards, and more.
- Suzuki 12-month limited warranty. Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
- For more details, please visit www.suzukicycles.com.

** The traction control system is not a substitute for the rider's throttle control. It cannot prevent loss of traction due to excessive speed when the rider enters a turn and/or applies the brakes. Nor can it prevent the front wheel from losing grip.*

*** Depending on road surface conditions, such as wet, loose, or uneven roads, braking distance for an ABS-equipped vehicle may be longer than for a vehicle not equipped with ABS. ABS cannot prevent wheel skidding caused by braking while cornering. Please drive carefully and do not overly rely on ABS.*

DR-Z 4SM

SPECIFICATIONS

ENGINE

Engine:	398cc, 4-stroke, liquid-cooled, single cylinder, DOHC
Bore x Stroke:	90.0 mm x 62.6 mm (3.5 in. x 2.5 in.)
Compression Ratio:	11.1:1
Fuel System:	Fuel injection, 42 mm throttle body with 10-hole injector
Starter:	Electric
Lubrication:	Semi-dry sump

DRIVETRAIN

Clutch:	Wet multi-plate, SCAS-equipped
Transmission:	5-speed constant mesh
Final Drive:	Sealed O-ring type chain

CHASSIS

Suspension, Front:	KYB-supplied, inverted, telescopic fork with coil spring, oil damped, and adjustable compression/rebound damping force
Suspension Stroke, Front:	260mm (10.2 in.)
Suspension, Rear:	KYB-supplied, link type, coil spring, oil damped shock absorber, with adjustable spring preload and compression/rebound damping force
Wheel Travel, Rear:	277 mm (10.9 in.)
Brake, Front:	Disc brake, single 310 mm diameter stainless steel rotor
Brake, Rear:	Disc brake, single 240 mm diameter stainless steel rotor
Tire, Front:	120/70R17 M/C (58H), tube type
Tire, Rear:	140/70R17 M/C (68H), tube type
Fuel Tank Capacity:	8.7 L (2.3 US gal.)

ELECTRICAL

Ignition:	Electronic ignition
Spark plug:	Iridium type (x 2)
Headlight:	Bifunction LED
Tail Light:	LED
Turn Signals:	LED

DIMENSIONS

Overall Length:	2195 mm (86.4 in.)
Overall Width:	885 mm (34.8 in.)
Overall Height:	1190 mm (46.9 in.)
Wheelbase:	1465 mm (57.7 in.)
Ground Clearance:	260 mm (10.2 in.)
Seat Height:	890 mm (35.0 in.)
Curb Weight:	154 kg (340 lb.)

WARRANTY

Warranty:	12-month unlimited mileage limited warranty Longer coverage periods with other benefits are available through Suzuki Extended Protection (SEP).
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Suzuki Motor USA, LLC makes every effort to present the most current specifications and product features at the time of publication. Because of our policy of continual improvement, changes may be made in equipment, availability, and specifications without notice or obligation. At Suzuki, we want every ride to be safe and enjoyable. Always wear a helmet, eye protection, and protective clothing. Never ride under the influence of alcohol or other drugs. Study your owner's manual and always inspect your Suzuki before riding. Take an MSF skills course. For the street course nearest you, call 1-800-446-9227. Along with concerned conservationists everywhere, Suzuki urges you to Tread Lightly! ® on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. Limited Warranty: The 2025 DR-Z4SM limited warranty covers a period of 12 months. See your dealer for details. Ask your participating dealer about Genuine Suzuki Accessories, the Suzuki Retail Finance Plan, and the Suzuki Extended Protection Plan. With the Suzuki Retail Finance Plan, it is easy to afford and equip the machine that is perfect for you. Visit Suzukicycles.com for more information. Suzuki Motor USA, LLC, 3251 East Imperial Highway, P.O. Box 1100, Brea, CA 92822-1100. Suzuki, the "S" logo, and Suzuki model and product names are Suzuki trademarks or registered trademarks. © 2024 Suzuki Motor USA, LLC